

TECHNOLOGY DEPARTMENT

# THE COMMERCIAL MOTOR

FRIDAY, FEBRUARY 27, 1959  
ONE SHILLING



**First in any survey**

## THAMES

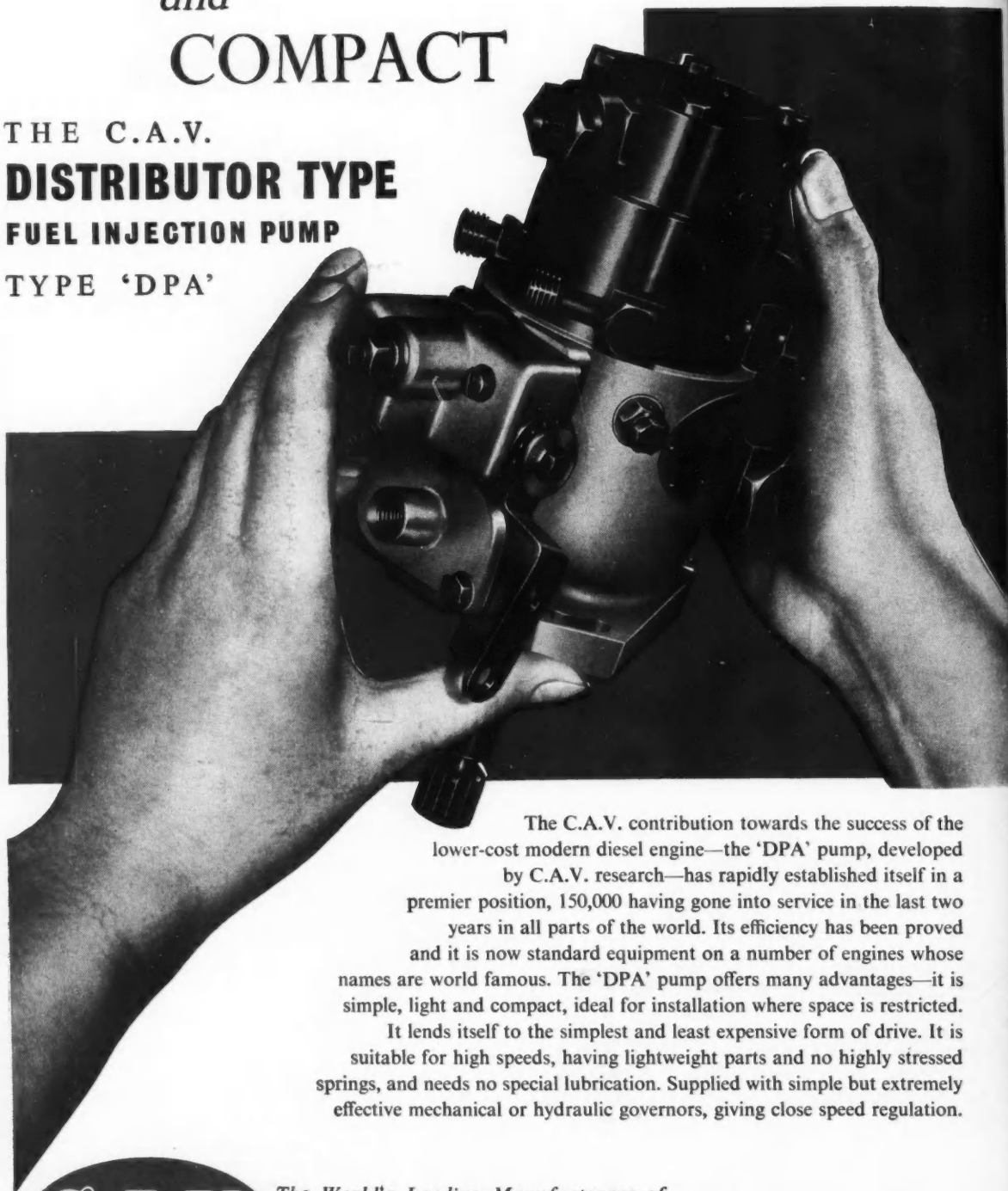
TRADE 7-1½ TONS



MOTOR COMPANY LIMITED · DAGENHAM

# LIGHT *and* COMPACT

THE C.A.V.  
**DISTRIBUTOR TYPE**  
**FUEL INJECTION PUMP**  
TYPE 'DPA'



The C.A.V. contribution towards the success of the lower-cost modern diesel engine—the 'DPA' pump, developed by C.A.V. research—has rapidly established itself in a premier position, 150,000 having gone into service in the last two years in all parts of the world. Its efficiency has been proved and it is now standard equipment on a number of engines whose names are world famous. The 'DPA' pump offers many advantages—it is simple, light and compact, ideal for installation where space is restricted. It lends itself to the simplest and least expensive form of drive. It is suitable for high speeds, having lightweight parts and no highly stressed springs, and needs no special lubrication. Supplied with simple but extremely effective mechanical or hydraulic governors, giving close speed regulation.



*The World's Leading Manufacturers of*

**FUEL INJECTION & ELECTRICAL EQUIPMENT**

C.A.V. ACTON LONDON W.3.



, 1959



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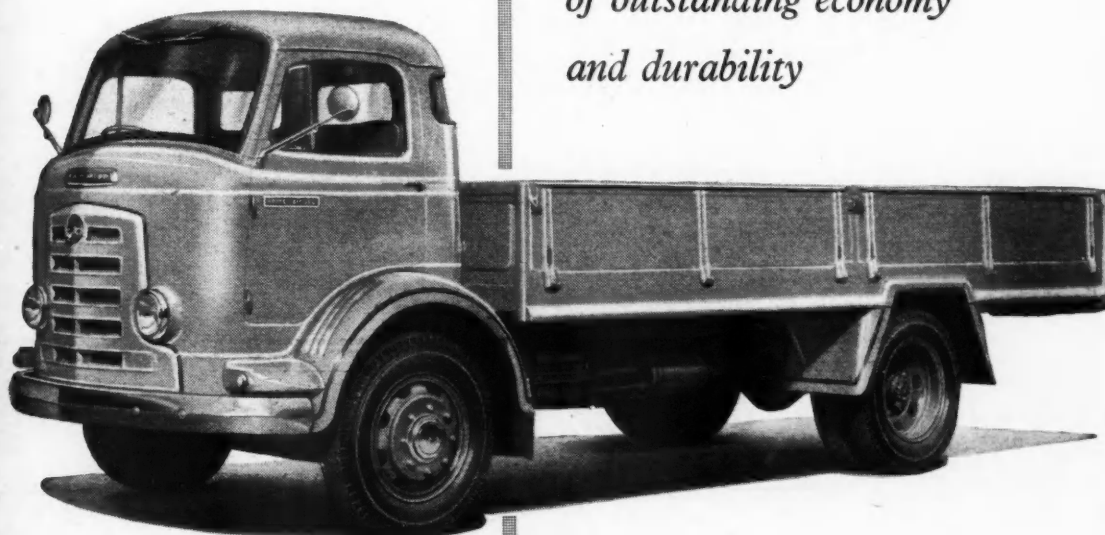
# KARRIER

## "Gamecock"

### 3-4 TONNER

#### PETROL...

the phenomenal  
91 b.h.p. six cylinder with  
porous chrome bores.



*with alternative  
power units  
of outstanding economy  
and durability*

#### DIESEL...

the amazingly economical  
87 b.h.p. six-cylinder with  
chrome-plated steel  
cylinder liners.

*A Rootes Product -  
built stronger to last longer!*

WITH its manoeuvrability, low loading height and alternative 'underfloor' power units providing long, trouble-free service between overhauls, the Karrier 'Gamecock' is the ideal vehicle for the busy operator. The three-seater cab offering maximum visibility and comfort for driver and two passengers is insulated against noise and extremes of temperature and thus reduces driving fatigue to a minimum. Alternative wheelbases of 9' 7" and 11' 9" are available.

## Greater value than ever before!



- Leyland "Comet" Chassis.
- Body built throughout in Homalloy Light Alloy section and plate.
- 5" thick all-round insulation on walls and roof.
- One-piece waterproof floor, over 7" insulation.
- 18" wide roller conveyor runs full length of body.
- Overall dimensions 19' 10" x 7' 6" x 10' 9½" high.

**THIS REFRIGERATED  
VEHICLE BODY  
WAS BUILT TO  
OPERATE AT**

**-5°F**

**Homalloy**  
LIGHT ALLOY  
REGD.

**SPECIALISE IN  
REFRIGERATED VEHICLES**

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**HOLMES (PRESTON) LTD.**  
Homalloy Works, Blackpool Road  
Preston, Lancs.  
Phone: Preston 89233 (5 lines)  
Grams: Homalloy, Preston

**HOMALLOY (LONDON) LTD.**  
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**S. AFRICA**  
Bus Bodies (S.A.) Ltd.  
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Port Elizabeth  
Phone: 4-2865

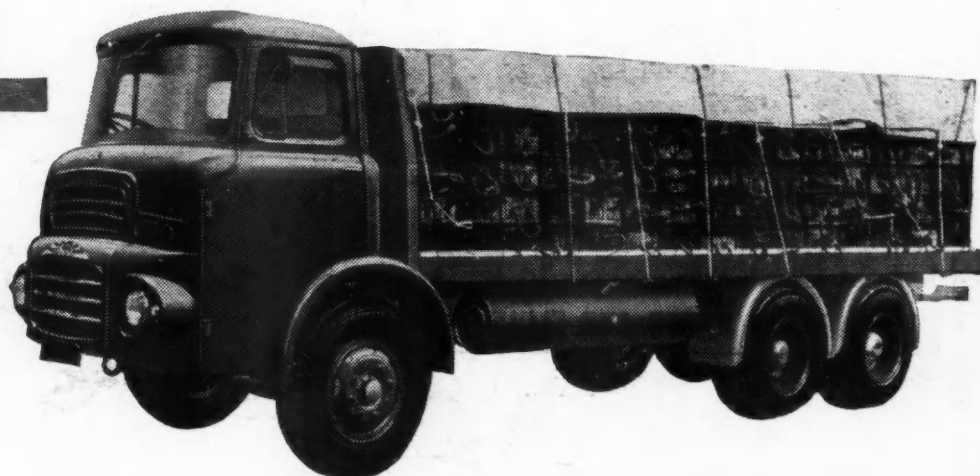


In purpose unique . . .

in economy outstanding,

in value unequalled.

## The NEW ALBION REIVER



Chassis and cab **£2,375**

(Excluding Purchase Tax)

Purpose-built to tackle loads too heavy for the 4-wheeler and uneconomical for the maximum 6-wheeler, the Albion REIVER is now offered as an entirely new model at a price which is keenly competitive. Carrying a 10-ton payload on a chassis, with cab, weighing only 86 cwt., the REIVER is the only lightweight 6-wheeler with trailing axle engineered by the manufacturers.

### FEATURES INCLUDE:

- ★ Hub reduction rear driving axle and trailing axle.
- ★ Leyland 6-cylinder 0.375 diesel engine.
- ★ 14" hydraulically operated clutch with automatic adjustment.
- ★ 5-speed gearbox with optional overdrive.
- ★ Air pressure hydraulic brakes.
- ★ Luxury styled, wide vision cab with forward control.
- ★ Gross Vehicle Weight 310 cwt.

**Albion**  
MOTORS LIMITED

GLASGOW, W 4

## Solves the problem of the 10-ton payload

Sales Division; HANOVER HOUSE, HANOVER SQUARE, LONDON, W.1. Tel: MAYfair 8561

A3



**Lockheed** \*

GENUINE



BRAKE SPARE PARTS AND FLUID

**BORG & BECK** \*

CLUTCH PLATES, RELEASE  
BEARINGS, EXCHANGE UNITS



**Thompson**

GENUINE

STEERING JOINTS



**AUTOMOTIVE PRODUCTS**

**PUROLATOR** \*

MICRONIC\* OIL FILTER REFILLS  
for all vehicles



*HE is as*

**but is**

*Fit factory-tested  
genuine parts by*

AUTOMOTIVE PRODUCTS  
COMPANY LIMITED  
LEAMINGTON SPA

\* REGISTERED TRADE MARKS

*is as safe as houses...*



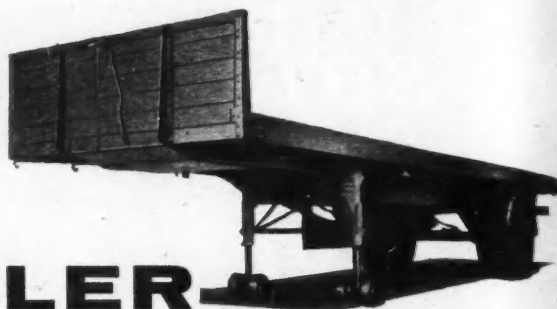
**It is your vehicle?**

Traffic lights ahead! Smooth braking, quick changes, neat cornering. HE can do it—but is YOUR vehicle as safe as him? Ensure this safety by insisting on these genuine spare parts. They are factory-tested products as used on more than 90% of British Vehicles.

Free: Send for these informative booklets on road safety—  
Braking, Steering, Filtering.



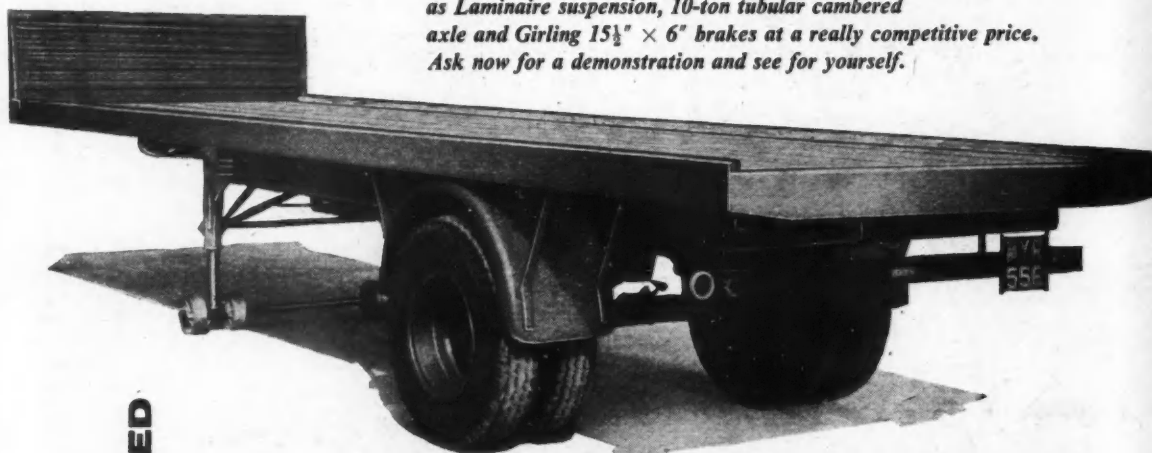
# BODEN



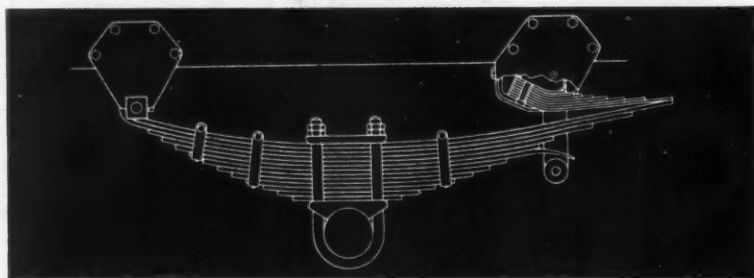
## SEMI-TRAILER

### HEAVY DUTY 12 TON MODEL 1210/L

*The most favourable specification in this field is to be found in the new BODEN semi-trailer. Streamlined production has made it possible to introduce such refinements as Laminair suspension, 10-ton tubular cambered axle and Girling  $15\frac{1}{2} \times 6$ " brakes at a really competitive price. Ask now for a demonstration and see for yourself.*



**BODEN TRAILERS LIMITED**



WITH THE CARY—*Laminair* SYSTEM OF PROGRESSIVE SUSPENSION

*Cary-Laminair suspension is designed to overcome harsh riding conditions experienced with unladen or lightly laden vehicles. As the load is increased the cantilever and main springs roll together shortening their effective length thus increasing the stiffness of suspension.*

Send NOW for leaflet No BN 10 to :—

BODEN TRAILERS LIMITED · ROYTON · OLDHAM · LANCs · TEL: OLDHAM MAIN 5204-5-6  
dm BN 15



**Mk.15/10**  
a mighty  
addition  
to the  
4-wheel  
range of-

**Ten-Ton  
Payloads...  
WEIGHT FOR IT!**

Here is "four-wheel" economy with 10-ton payloads . . . . plus the extra saving of a Seddon's longer service between overhauls. The new Seddon MK 15/10 contributes mightily to reducing transport expenses. Added to its weight-carrying and schedule-keeping advantages there are countless refinements to minimise driving fatigue. Curved wide-vision windscreen . . . six-point flexibly-mounted cab—fibre-glass bonnet, insulating engine-heat and noise etc.,—mean more miles from personnel as well as from vehicles—when you choose Seddon MK 15/10's

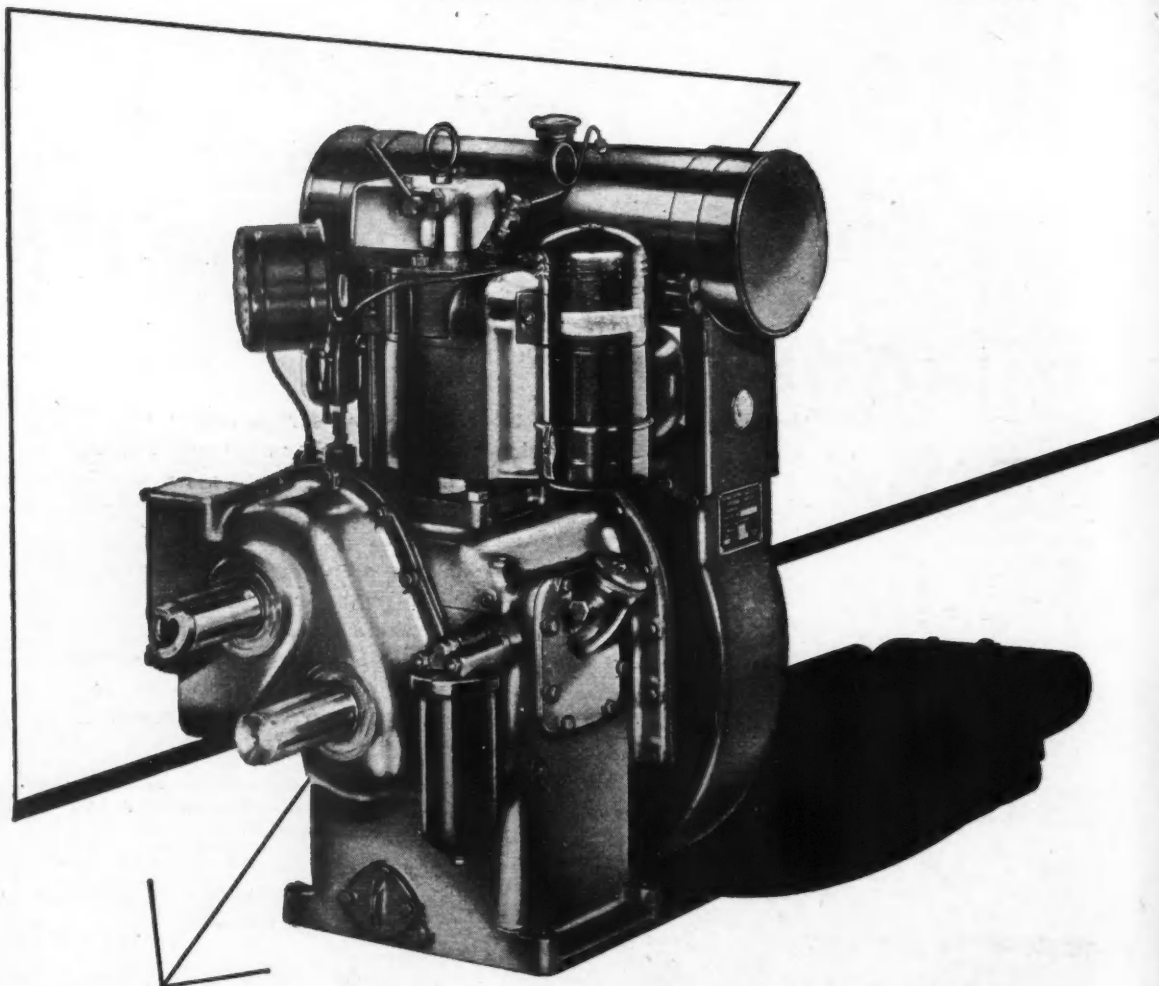
The following engine units are available in this range:

Perkins R.6 - - - Gardner 4.LW  
Leyland 375

**SEDDON DIESEL VEHICLES LTD., OLDHAM, LANCs.**

London Service and Spares Dept.: Arcadia Avenue, Finchley Central, N.3.  
London Showrooms: Odeon Parade, North Finchley, N.12.

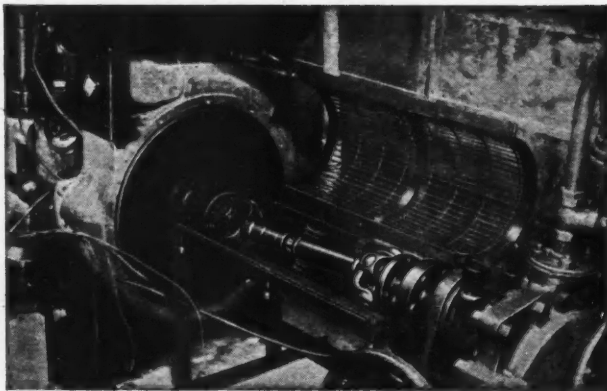
Telephone: Finchley 5908-9  
Telephone: Hillside 1044-9



## feet on the ground at Ansty

Armstrong Siddeley Motors Limited—famous for developing the Double Mamba and other aero engines, and rocket motors—keep their feet firmly on the ground, as well. Ansty is the birthplace not only of high-altitude engines, but also of diesels for industrial, agricultural, marine and land transport use.


HARDY SPICER LTD. are proud that their cardan shafts and universal joints are relied on extensively on the development test stands at the Ansty Engineering and Research Centre of Armstrong Siddeley Motors Limited.



Transmission Equipment of  
**Inherent Dependability** by

### **HARDY SPICER LTD**

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Member of the **Birfield**  **Group**

## BRITISH ALUMINIUM

### IN THE LEYLAND-MCW ATLANTEAN



Shown at the recent Commercial Motor Show, the Atlantean marks a significant step forward in the development of passenger road transport. As suppliers to Metropolitan-Cammell-Weymann Ltd., British Aluminium are proud to be associated with this venture.

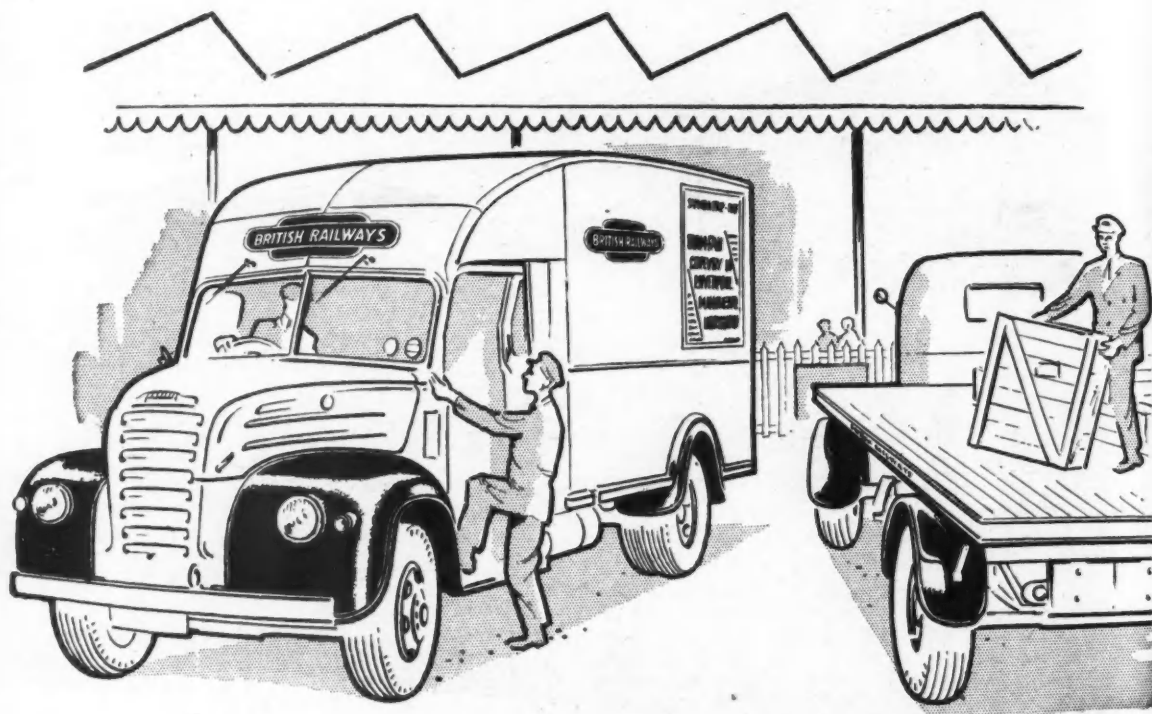
On the Atlantean, aluminium sections are used for the composite steel and aluminium body structure; aluminium tube is used for the hand and guard rails, and sheet for the panelling, roof and upper deck floors. Stair and wheel arch risers, upper and lower saloon front end linings are of aluminium chequer plate, whilst P-G-P treadplate is used for platforms and gangways. Aluminium castings are also incorporated in the structure.

**The BRITISH ALUMINIUM Co Ltd**



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AP310

# Rustproof-Durable-Economical \*



\* that's why  
British Railways  
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Dunlop Rubber Wings often outlast the life of a vehicle, look the same as normal wings, eliminate maintenance troubles, save time and money.

*Full details from any Dunlop Depot.*

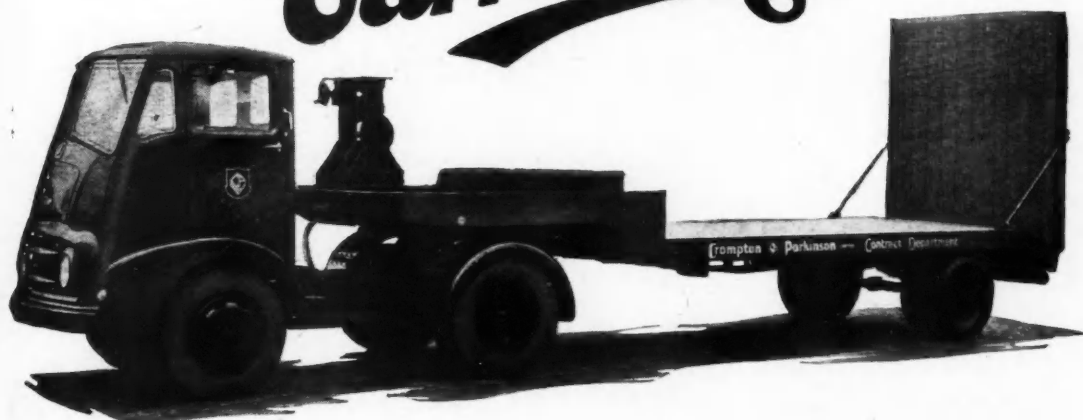
## DUNLOP

### Rubber Mudwings

for their road vehicles



# Carrimore



## ALL TYPES OF TRAILERS AND SEMI-TRAILERS

With a high  
reputation of  
**50 YEARS** standing

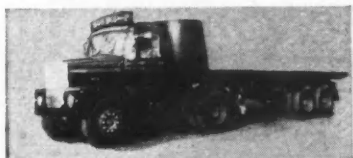


**CARRIMORE SIX-WHEELERS LTD.**  
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SCAMMELL (Air Suspension)



THORNYCROFT



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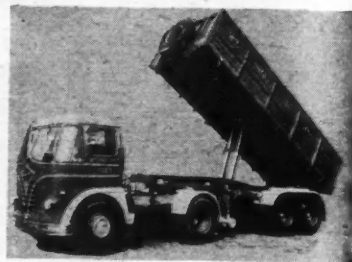
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COMMER



MAUDSLAY

These Dyson Super Semi-Trailers are built specifically for the Tractors concerned with **MATCHED** design and performance—**MATCHED** weight distribution and **MATCHED** braking efficiency.

All for the discriminating user, designed and produced to an extremely high plus quality specification in the true Dyson tradition.



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TRAILER MANUFACTURERS AND ENGINEERS  
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**DOUBLE YOUR LOADS WITH DYSON TRAILERS**



*Still more A.E.C.'s  
for Africa*

NOW **40**

## **TIPPERS FOR ETHIOPIA**

Once again A.E.C. has triumphed overseas by the award of a contract from the IMPERIAL HIGHWAY AUTHORITY OF THE GOVERNMENT OF ETHIOPIA. This is for 40 "Monarch" 2-axle diesel dump trucks. This contract, gained in the face of fierce international competition, is a further striking tribute to the world wide reputation of A.E.C.'s for sustained service and reliability in the severest conditions.

The "Monarch" dump trucks will be employed on road construction and betterments projects in some of the roughest and wildest country in Ethiopia where exceptional demands will be made on their robust design and construction. There is no doubt that in this, as in other big engineering programmes in undeveloped territories, these A.E.C.'s will play a steadfast and notable role.



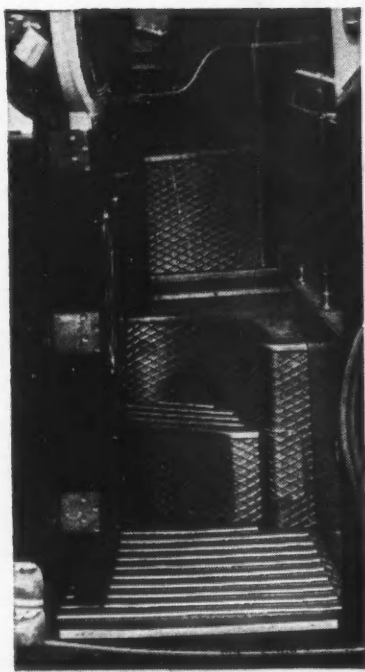
**A.C.V. SALES LIMITED**

**A.E.C. WORKS, SOUTHAL, MIDDLESEX**

**'MG 5'**  
REGD. TRADE MARK

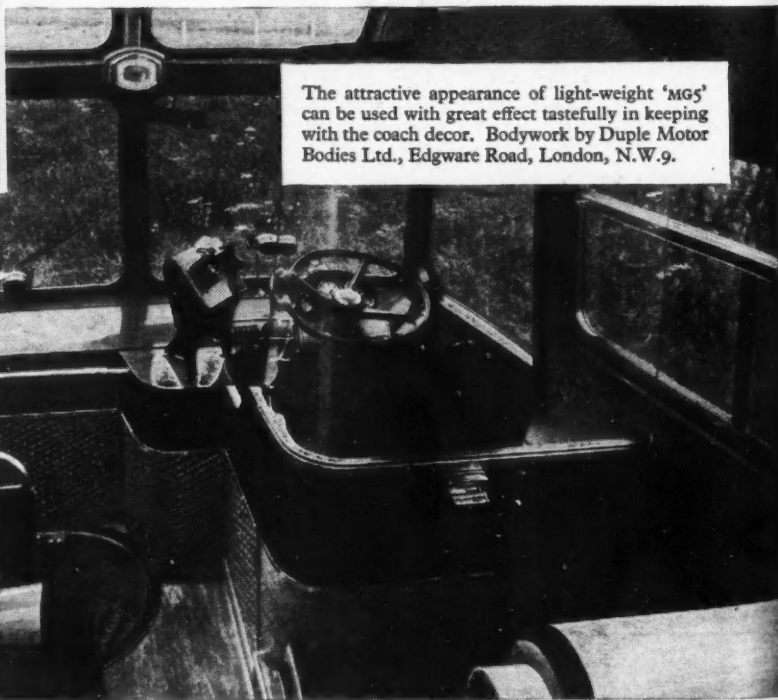
## MINDS THE STEPS

**OF THE 'DONINGTON'**



The steps of attractive, non-slip chequer plate which greet passengers boarding the Duple 'Donington' coach give the most favourable of first impressions. But smartness is only one role of light-weight 'MG5' chequer plate in modern coaches. This James Booth diamond-patterned light alloy plate stands up to the roughest treatment, day in and day out—the kicking, scraping and treading of many feet and the grinding of mud and gravel underfoot. Then just a quick wash down brings it up clean and shining new. 'MG5' makes the ideal chequer plate for places subjected to the heaviest wear—stairs, decking, kickplates, wheel-arch covers and other furnishings. One-third of the weight of steel yet comparable in strength, 'MG5' will not rust, is resistant to corrosion and never needs to be painted.

*Our light alloys, which include the famous 'Duralumin' series, are used for many purposes in road transport. If you would like advice on how aluminium alloys can help you, please let us know. Our Technical Sales Section is always ready to help.*



The attractive appearance of light-weight 'MG5' can be used with great effect tastefully in keeping with the coach decor. Bodywork by Duple Motor Bodies Ltd., Edgware Road, London, N.W.9.

# James Booth

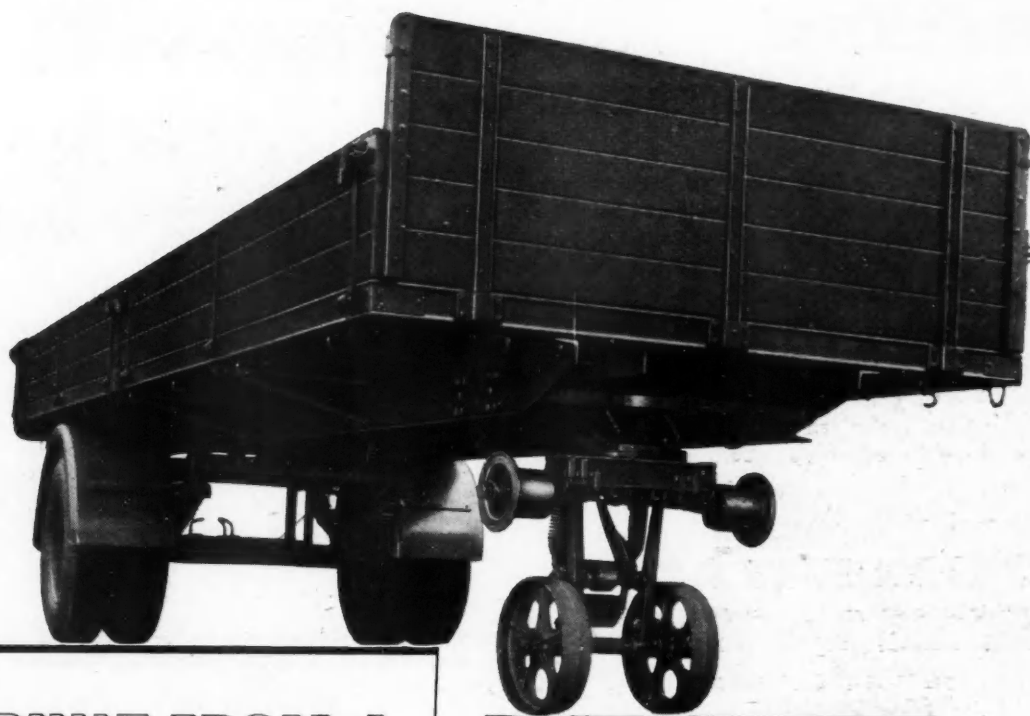
A member of the Delta Group

**JAMES BOOTH & COMPANY LIMITED**  
**ARGYLE STREET WORKS • BIRMINGHAM 7**

*Extrusions, large forgings, plate, sheet, strip, tubes and wire in brass and copper, as well as light alloys*

TGA JBT 1-40





**BUILT FROM A  
LIFETIME'S  
EXPERIENCE  
... TO LAST A  
LIFETIME**

For over twenty-five years Scammell have produced precision-built semi-trailers fitted with their unique automatic coupling designed and constructed to the highest possible standards to give a lifetime of service.

Now, with their latest 12-ton semi-trailer they have incorporated the many tried and tested features of their earlier models in an entirely new and improved design.

Trailers of all types including straight frame and drop frame with flat, sided or box van bodies are available from Scammell's wide range of standard models. Special types are also catered for including tankers and hoppers which can be designed and built to your own specification.

More semi-trailers have been built by Scammell during the past quarter-century than by any other manufacturer in the country—a fact which not only proves their excellence but also contributes very considerably to their low initial cost.

## The New **SCAMMELL** 12 ton Semi-Trailer

★ Available for use with all types of 4-wheel tractors fitted with Scammell M.H. Automatic Coupling Gear.

★ Under-carriage redesigned for 12-ton loads but retaining interchangeability with existing types.

★ Bigger turntable bearing surface for greater load spreading.

★ Jig welded frame of robust construction with large diameter tubular cross members gives maximum strength with minimum unladen weight.

★ Balanced braking between tractor and semi-trailer for safety and efficiency.

**SCAMMELL LORRIES LTD. Watford Herts Tel: Watford 25231 & 25691**

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# Bulk Transport...

Your enquiries and problems arising out of the transport of liquids and powders in bulk will be dealt with by specialists of over 30 years' experience at Yewco. We supply road transport tanks in mild steel, stainless steel, aluminium alloy, m.s. rubber lined, etc., for the carriage of any material.

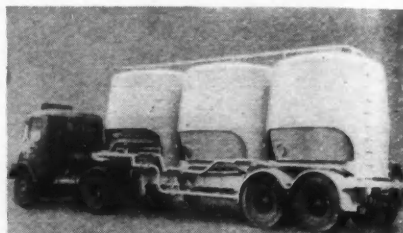
Deliveries are good, and your enquiries will receive prompt attention.

## consult YEWCO

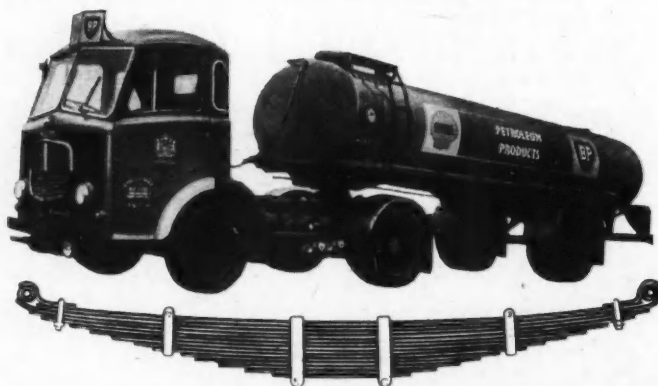
YORKSHIRE ENGINEERING & WELDING CO.  
(BRADFORD) LTD.

DEPT. C.M., FRIAR'S WORKS, BRADFORD ROAD, IDLE, BRADFORD

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For a smoother  
ride **SHELL-BP**  
often depends on  
**EVANS'**  
**SPRINGS**



Evans' springs help to carry many of Shell - BP's heaviest loads over the roads of Britain.

With Evans' springs and Evans' spring maintenance service YOUR transport fleet will function with never a let-up or break-down. It pays to have Evans' wherever you go.

## F·J·EVANS LTD



*Makers of laminated springs for cars, commercial and passenger vehicles—  
spring repair service, helper springs and heavy duty springs—Exchange Service.*

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Motor Cars  
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**'NORTH CENTRAL'**

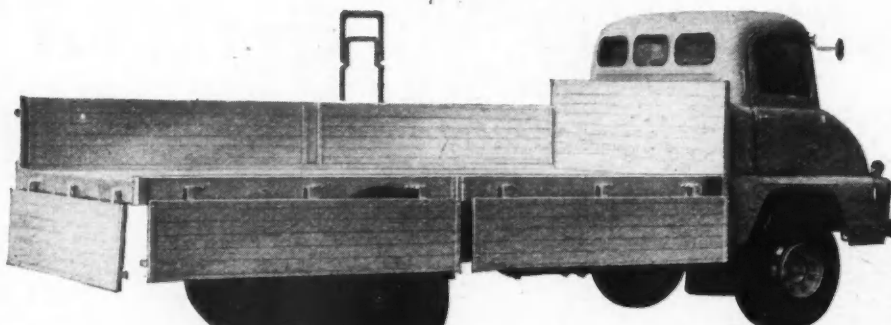
**EST. 1861**

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For platform and dropside lorry bodies and trailers in a wide range of dimensions.

## 'KYNAL' mark III LORRY BODY SECTIONS

### ALL THESE SPECIAL FEATURES

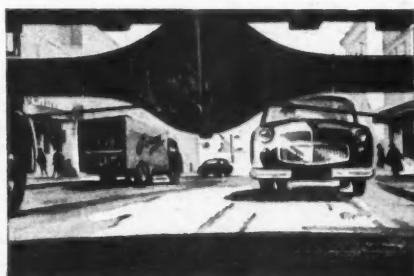
- ★ Suitable for almost any type of chassis.
- ★ Two widths of interchangeable, inter-locking floor sections.
- ★ Alternative siderails with concealed fixing.
- ★ Floor sections and cross-bearers can be drilled in position.
- ★ Choice of hollow section or sheeted frame dropsides and tailboards.
- ★ Minimum number of sections required.
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- ★ Floor fixing bolts readily accessible.

The latest and lightest aluminium alloy sections for lorry body building

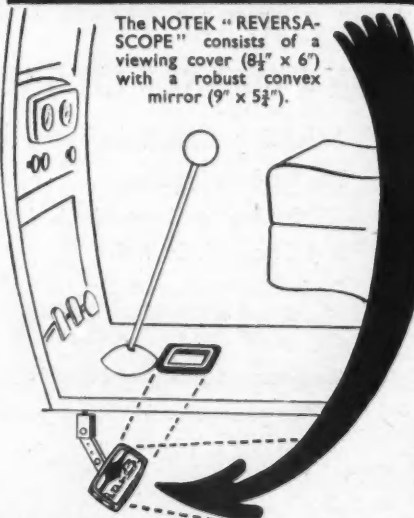
IMPERIAL CHEMICAL INDUSTRIES LIMITED, LONDON, S.W.1



AL 105



The NOTEK "REVERSA-SCOPE" consists of a viewing cover (8½" x 6") with a robust convex mirror (9" x 5½").



Price £7.4s.0d.

## Reversing DANGERS BANISHED!

NOW YOU CAN SEE **ALL** THE ROAD  
BEHIND THE VEHICLE thanks to the  
**NOTEK REVERSA SCOPE**

At last a real solution to the problem of reversing has been found. The driver looks straight down through a viewing cover in the cab floor, into the mirror below, to obtain a clear panoramic view of what is going on directly behind the vehicle, both close up and in the near distance—the part of the road that can't be seen in the normal exterior mirrors.

FOR DETAILS

*Send to Serck*  
NOW!

Branches at—Aylesbury, Bedford, Belfast, Birmingham, Bournemouth, Bristol, Cardiff, Chester, Exeter, London (Park Royal and West Norwood), Maidstone, Northampton, Nottingham, Reading, St. Austell, Southampton, Sudbury, Wolverhampton. Also at Carlisle, Glasgow, Kilmarnock, Newcastle.

### NOTEK FOGLITE

Designed exclusively for fog. Projects an extra-wide flat-top beam with maximum illumination value.

#### VARIOMATIC ADJUSTMENT

A turn of the screw precisely adjusts the vertical aim—a vital need in fog. Automatic spring resetting eliminates damage from road shock and accidental bumps. An exclusive NOTEK feature.

Price £4. 4s. 0d. all chrome, complete with cable, switch and bracket.



SERCK RADIATOR SERVICES LTD., BIRMINGHAM, 11



# LINK-UP WITH SPEED AND EFFICIENCY



**Taskers** latest advance in semi-trailer design . . . the outstanding

## DOUBLE SAFETY D-S

### Automatic COUPLING

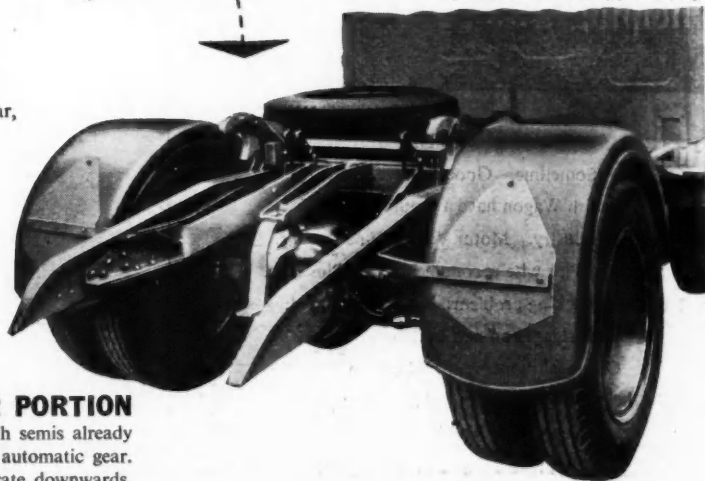
(World Patents Applied for)

#### SEMI-TRAILER PORTION

Can be used with prime movers already fitted with existing types of automatic gear, or can be fitted as a replacement for existing coupling gears. Double-Safety features include:—

1. Two positive safety locks to prevent collapse.
2. Auxiliary support legs.

Also incorporates replaceable king-pin; hand-brake with spring-loaded ratchet preventing accidental release; graphitized fabric with gutter to obviate entry of grit.



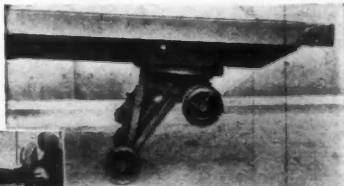
#### PRIME MOVER PORTION

Can be operated with semis already fitted with existing types of automatic gear.

Coupling hooks operate downwards, completely securing load rollers which cannot escape accidentally. Double locks are incorporated on coupling cams. Automatic safety catch is fitted to release lever. Brake movement ratios match-up with other makes of automatic coupling, where applicable.

#### DOUBLE SAFETY

Auxiliary legs prevent absolutely any collapse further than the artificially-produced position shown here.



**EASE OF HANDLING**  
and degree of turn . . . steering of detached semi-trailer to well over 90 degrees lock is easily accomplished by steering bar.

# Taskers TRAILERS

**TASKERS OF ANDOVER (1932) LTD.**

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 British Wagon have a reputation.  
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 Plus advice. Plus wise encouragement. Plus help.  
 Help with stocking problems. New equipment.  
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 Our local manager would like to  
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*The*   
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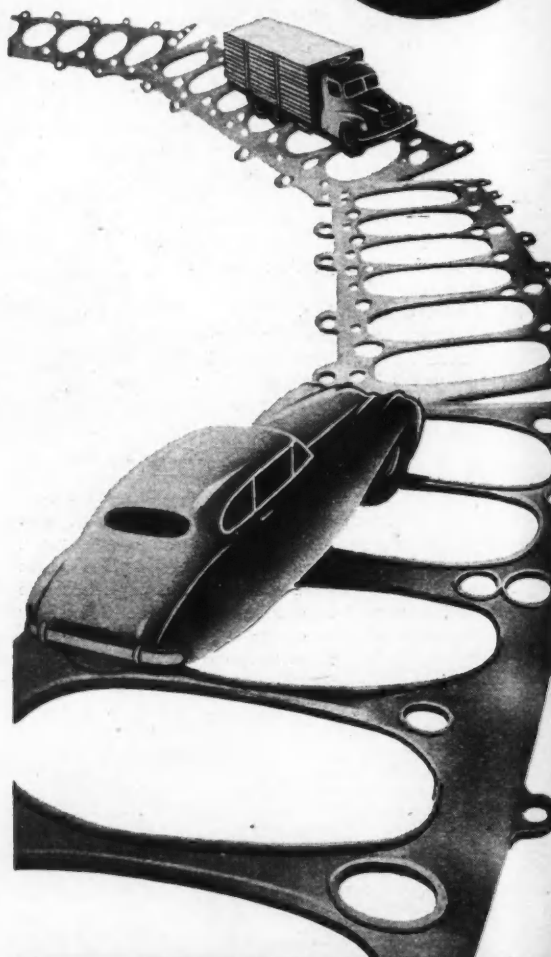
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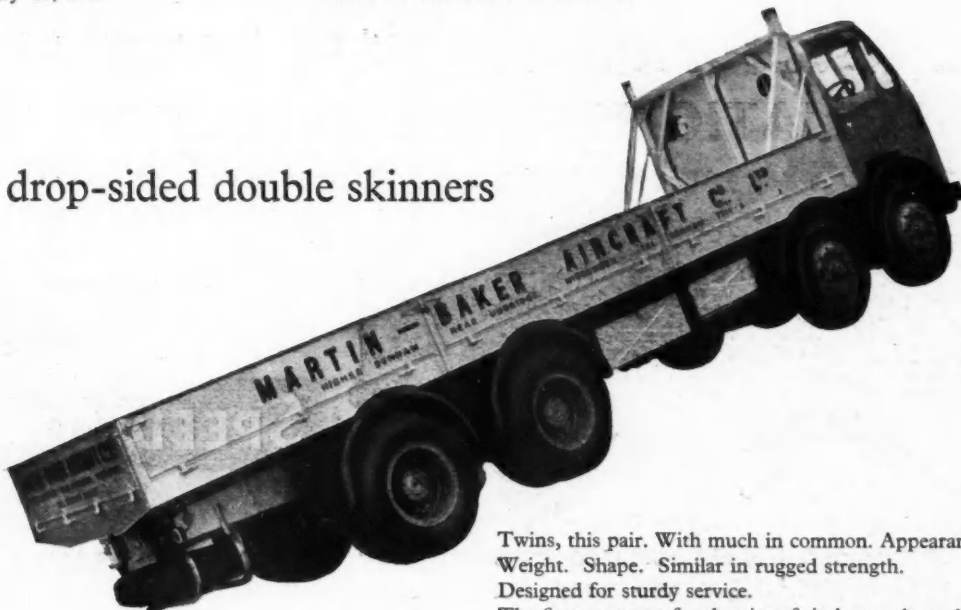
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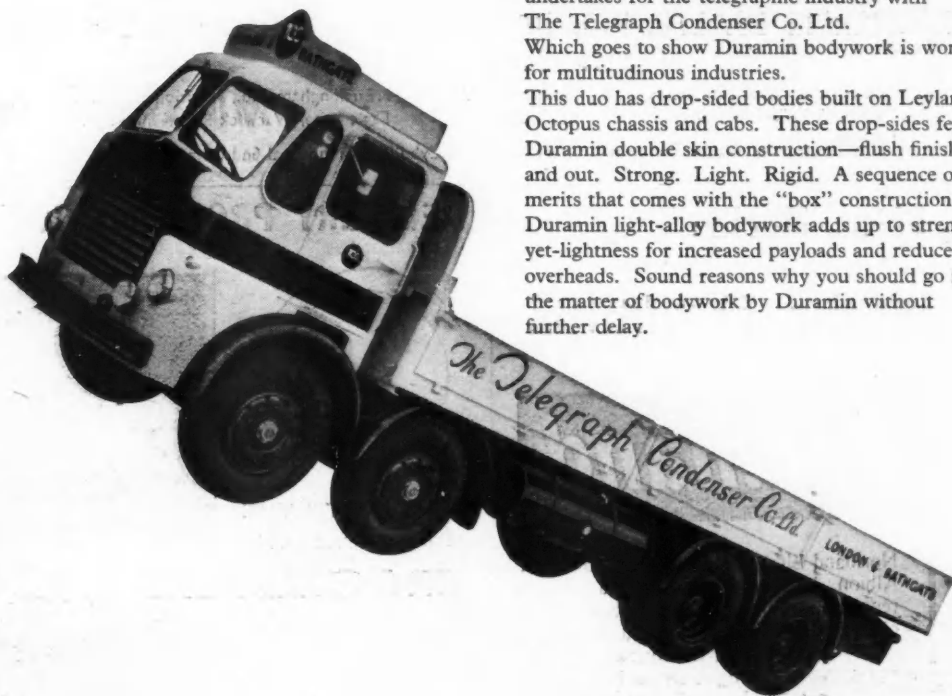


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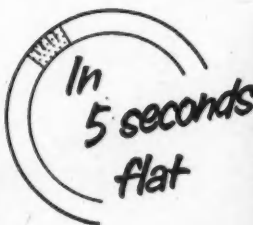


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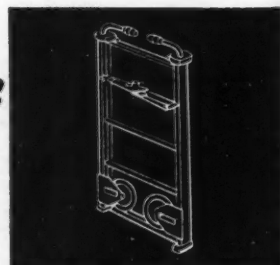
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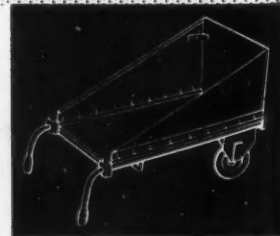


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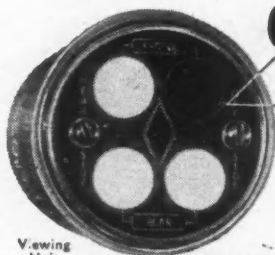
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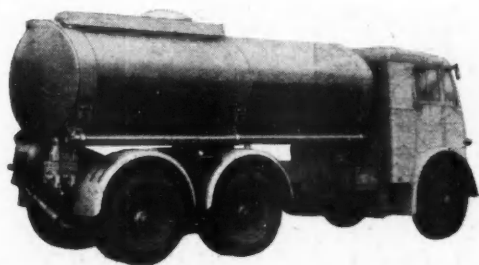
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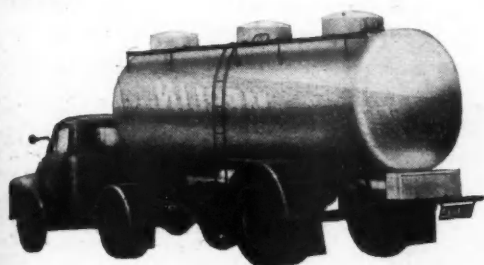


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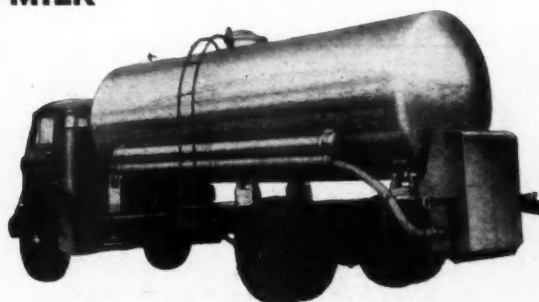


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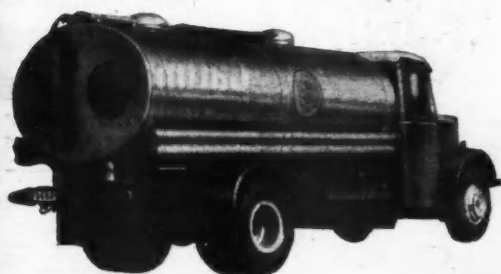
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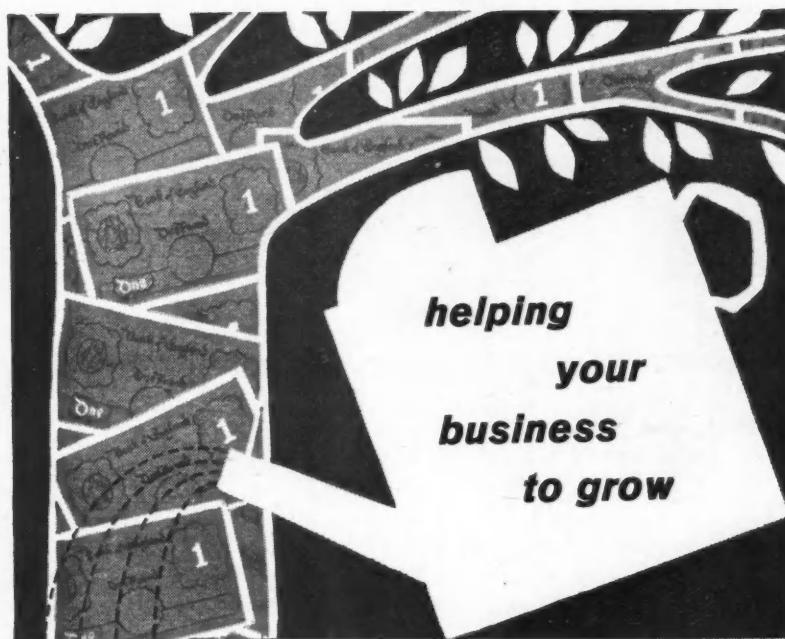
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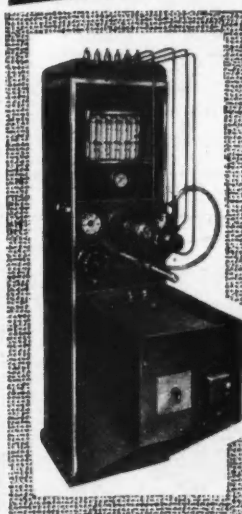
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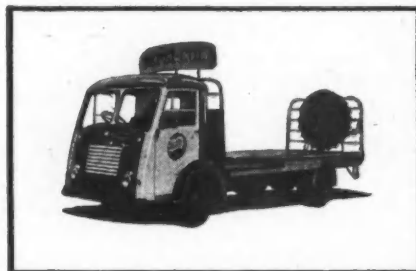
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Motor* are permissible.

## Servant—Not Master

**T**HERE are probably many hauliers who began in a small way and have substantially increased their earning capacity, in a relatively short time, by the simple expedient of replacing a vehicle several times by a bigger model, or by radically altering it. Licence applications to cover developments of this kind are unlikely to attract so many or such strong objections as attempts to vary licences by way of additional vehicles, but in the long run the increase of payload capacity may almost be the same.

This method of extending activities is not lost on the Licensing Authorities. How far it is legitimate depends on individual opinion. The operator concerned and his prospective competitors cannot be expected to view the matter in the same light.

Nevertheless, any artificial barrier to the promotion of flexibility and economy in transport is to be deprecated, and a liberal attitude towards licensing in general is in the interests of the road haulage industry as a whole. It is too easy for the opponent of expansion to fall into the traps that he lays for others.

In this context, great importance attaches to the decision of Mr. J. A. T. Hanlon, Northern Licensing Authority, that applications for the variation of licences should be made where vehicles have been substantially changed in unladen weight and payload capacity. Once again he finds himself in conflict with the Northern Area secretary of the Road Haulage Association.

### Question of Identity

The R.H.A. legal advisers take the view that the Road and Rail Traffic Act does not provide for a variation application to be made in respect of an existing vehicle. Mr. Hanlon has countered this argument by saying that a Licensing Authority has discretion to decide whether alterations made to a vehicle have so drastically changed it that it has ceased to be the one originally licensed.

It might be argued that if the registration number remains unchanged, no amount of structural alteration to a vehicle can cause it to lose its identity. By this token, a trailing axle may be added to a four-wheeler and its payload capacity may be increased by, perhaps, a quarter without much risk of opposition in the traffic

*Weight Increases in Vehicles  
Raise New Principle Affecting  
Freedom of Hauliers*

courts. This is a popular way of raising the earning ability of a lorry and until recently no exception seems to have been taken to it.

Mr. Hanlon now proclaims that there is not necessarily any relationship between the registration number and the identity of a vehicle. He maintains that if a lorry is transformed from, for instance, a four-wheeler into a six-wheeler or eight-wheeler, it ceases to be the vehicle originally licensed and must be authorized by a variation of the licence.

At this point he crosses swords with the Northern Area secretary of the R.H.A. (who, strangely enough, seems not to be supported by the vice-chairman of the area) on the question of his power to lay down such a requirement. The matter calls for settlement by the courts, as an important principle is involved.

### No Escape from Control?

The practical question at issue is whether a haulier must undergo careful scrutiny every time he wishes to make a comparatively minor change in his fleet, either by structural alteration to a lorry or by the substitution of a heavier for a lighter vehicle.

The trend in long-distance haulage is towards maximum-load multi-wheelers. Economy requires that the greatest possible tonnage must be moved in one vehicle. It is reasonable, therefore, that hauliers should be allowed freely to replace four-wheelers by larger outfits, for in doing so they are benefiting not only themselves but their customers.

At the same time, the force of the licensing system must not be undermined. Much depends on the good sense of the Licensing Authorities in balancing the need for efficient operation and justifiable expansion against the importance of preventing wasteful competition.

Every effort should be made to enable hauliers to keep abreast of trade demands with the minimum of time-wasting formality. Licensing must be the servant of the public and of the road-haulage industry, and not their master. There is a risk that the greater freedom conferred by the Transport Act, 1953, may be lost by the erection of new restrictions to replace those abolished by statute.

## Crowning Folly

**T**HE course of events for the Ulster Transport Authority seldom runs smoothly. In 1956-57—their third profitable year in a period of nine years since their formation—they began to climb out of a morass of debt by earning a net surplus, after all charges, of £93,772. They appeared to be grappling successfully with a difficult economic situation.

Their hopes were, however, dashed by the Ulster Government, who wished on them the Northern Ireland section of the Great Northern Railway Board's undertaking, complete with heavy debt charges. The immediate result was a net deficit of £61,330 in the year to September 30 last, bringing the 10 years' accumulated losses to £2.4m.

The Authority may well be forgiven for saying "I told you so" in their report for last year. They are the victims of the folly of heaping nationalization upon nationalization. Unless they are relieved of their new financial liabilities they will be unable to run the Great Northern Railway, as they are required to do by statute.

Even without these additional burdens, U.T.A. will

be hard pressed to show a profit in future. They give warning in their annual report of possible action that may be unpalatable both to the public and employees.

Like other operators, they are faced with keen competition from private transport—the number of private cars has increased by 3½ per cent. and of motorcycles by 11 per cent. since 1956—and from television, the popularity of which has grown since a transmitter was installed in Londonderry just over a year ago. On the evidence of their report, they are trying to deal realistically with their problems. Economy is being promoted by converting single-deck buses into double-deckers wherever possible, and on the goods side U.T.A. are catering increasingly for specialized traffic.

In the circumstances, the note of bitterness in their report is well justified. Parliament has given them until September 30, 1964, to establish a satisfactory financial position, and thereafter to maintain it. They will not be able to do so unless the Government, who have created an untenable situation for the Authority, undo the harm that they have done.

## Passing Comments

### Causes of Diesel Smoke

**Q**UITE a host of reasons for the emission of black smoke from oil engines is given by the Cummins Engine Co., of America. It is pointed out that such smoke arises from incomplete combustion of the fuel, whereas the basis of the efficiency of this type of power unit is that it always, when properly adjusted, completely burns the fuel injected.

Why excessive smoke under load may be produced is given as follows: Restricted air intake, high exhaust back pressure, hot weather or high altitude, poor-quality fuel, restricted fuel lines, plugged sprayholes, wrong injector cups, overloaded engine, gasket blow-by or leakage, worn piston rings, scored liners or pistons, incorrect valve or injection timing, poor injector adjustment. Another cause is long periods of idling. Included with the matter supplied is a review of each of these problems and an explanation of the methods which should be used to overcome it.

### It Answers Back

**T**HE telephone is a "must" for most businessmen, and particularly important to those connected with road transport. Normally, however, it has the disadvantage that if no one is in its vicinity when a call comes through there is nothing to indicate later who has made it and what message was to be given.

An Ansafone is the answer to this difficulty, for it both replies to the call and records any message the caller wishes to leave. This product of Southern Instruments, Ltd., Camberley, Surrey, meets the requirements of the G.P.O.

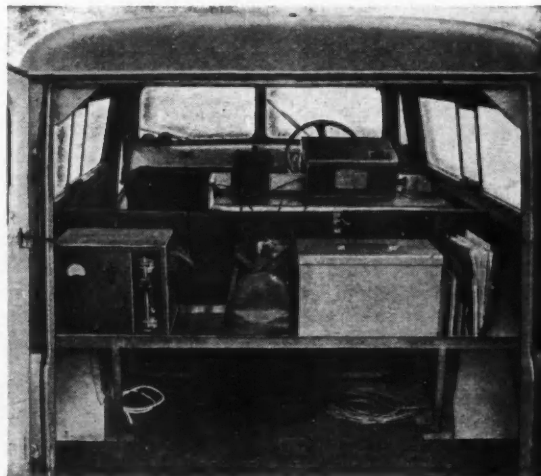
After exhaustive tests and trial in the hands of a wide variety of users, including garage concerns, the instrument has been put into mass production in which some 500 persons are engaged. It is not to be sold but, as with most telephone equipment, installed on a rental basis, contracts being available at as little as 22s. 6d. per week, including free service and maintenance. It is to be distributed initially through two channels in addition to the company's own marketing subsidiary; these are Keith Prowse and Co.,

▲30

Ltd., and the British Home and Office Telephone Co., Ltd.

As to how the Ansafone works, when a call is received the instrument will wait for 10-15 sec. in case the subscriber answers. If he does not, it will automatically answer, making a prerecorded announcement, giving such details as the exchange and number and saying that it will record the caller's name and any message, finishing with the words "Please speak clearly, speak now . . ." On the "now" a recording mechanism operates and will continue until there is a silence of at least 8 sec., then, if there is no continuance of the message, it will shut down with a closing announcement. It then prepares itself to receive the next call, and it has a recording storage of up to 30 min.

Servicing will be on a comprehensive 24-hour basis, for which Bedford vans are to be employed.



One of the Ansafone Bedford vans, showing some of the servicing equipment carried to subscribers' premises.



## Meeting a Need

TECHNICAL bodies the membership of which is widely distributed, have a duty to perform in bringing their facilities as close as is reasonable to those they serve. This has been fully understood by the council of the Institute of Road Transport Engineers ever since it was inaugurated 14 years ago. The policy adopted was to organize centres and groups, the latter to become centres as their membership strength increased to a workable number. Each was to have an honorary chairman, honorary secretary and committee. Now, apart from the Metropolitan Area, there are 12 centres and a group.

The most recent centre formed is the Southern, based on Brighton, but this covers so large an area that it was arranged to hold meetings in turn there, in Kent and in Hants, the Kent meetings being held at various points, such as Maidstone, Ashford and Chatham, and those in Hants at Southampton.

There is already such activity in Kent that the Southern Centre committee has formed a Kent sub-committee, with Mr. K. T. Smalley, chief engineer of Reed Transport, as chairman, and Mr. A. J. Bryant, of the same company, as honorary secretary, his address being "Woodfields," 401 Valley Drive, Gravesend. At their next meeting, which will be held in Chatham at 7.30 p.m. on March 24, Mr. J. F. Moon, technical editor of *The Commercial Motor*, will present his paper, "Transport Developments in the U.S.A." The actual venue has not yet been arranged and non-members who may wish to attend should contact Mr. Bryant.

As the local membership in Kent and the Southampton

area grows, it is the intention to form groups, which may eventually themselves become centres. Incidentally, Mr. Bryant would be glad to receive communications and suggestions from all members in the Kent area, whilst Mr. D. R. Penfold, Daggle Cottage, Aldingbourne, Sussex, will welcome those from the rest of the area in Hants and Sussex.

## Joining Dissimilar Metals

CIRCUMSTANCES sometimes arise when it would seem advantageous to be able satisfactorily to join dissimilar metals, such as aluminium and stainless steel. Composite structures of this type could combine the light weight and high heat-transfer properties of the aluminium with the greater strength and excellent fatigue characteristics of the steel.

As an example of where this form of structure would be most useful, reference may be made to heat-exchangers, but there may be other needs more closely allied to motor vehicles.

The main difficulty in the past has been the wide difference in melting points between appropriate metals, which makes fusion or spot welding a difficult problem. Now the Stewart-Warner Corporation of America has developed the Alcores process. This is a special type of brazing performed in a furnace closely controlled to about 1,100 degrees F., which is the flow temperature of the brazing alloy. The resulting bond is claimed to be gas- and liquid-tight, whilst the strength of the bond in tension is greater than that of the parent aluminium up to 760 degrees F.

## One Hears—

That many people give a free "t" to Sir John Elliot.

That the I.R.T.E. is co-operating closely with Ro.S.P.A.

A question as to how many unemployed will be absorbed by Britain's road-building plans.

That the history of electrical development might well be headed "Witchcraft to Switchcraft."

That "creep testing" applies to structural movements in metals and other materials, not to those crawler gears.

That the effects of cold work on fatigue limits, although applied to metals, might well concern human beings.

That prime beef from Britain is being delivered direct by Wolsey Bros., to the Paris market in Thames Traders, involving a 16-hour round trip.

That pressure on space at the forthcoming Geneva Show is so great that many exhibitors of commercial vehicles have booked stands outside the buildings.

That the latest list of recommended rest houses and cafés supplied to all members of the B.M.C. Drivers' Club contains nearly 400 entries, of which 100 are new.

That the Fenaflex is a cushion coupling employing a "tyre" built of synthetic tension members bonded in rubber and allowing four degrees of angular misalignment and  $\frac{1}{4}$ -in. end float.



The hope expressed that any glamorous new taxicabs will have the same small turning circle as their less showy predecessors.

That some bus drivers and other road users may hope that they will not be able to do this, as rapid turns are sometimes embarrassing.

That a B.M.C. Drivers' Club badge led an ancient at a village inn to assume that the wearer was a member of the British Medical Council.

That a more popular interpretation is "Be More Careful."

That the Albion Chieftain achieved home and overseas orders exceeding £1m. in less than five months from entering the market on July 4 last year, and is now approaching the second million.

## A-licence Lorry Changes: Association Attacked

THE controversy over alterations to existing A-licence vehicles—a Special Correspondent discussed the question in *The Commercial Motor* last week—was taken a step further by the Northern Licensing Authority, Mr. J. A. T. Hanlon, at Stockton-on-Tees, when he criticized the Road Haulage Association's interpretation of the law. He said he was disturbed by the R.H.A.'s attacks and suggested that they should make up their minds as to exactly what they wanted.

R. Durham and Sons, Ltd., Haverton Hill, were applying to add four eight-wheeled tippers, totalling 34 tons unladen, to their "A" fleet. There were objections from British Road Services, British Railways, Copley Haulage, Lowe Bros., D. Tarren (Transport), Ltd., Teesdale Transport Co., Ltd., A. Sanderson (Great Britain), Ltd., and W. G. Thomas and Co., Ltd.

Mr. T. H. Campbell-Wardlaw, for Durham's, said that for many years they had been the principal contractors to British Titan Products, Ltd., Billingham, arranging for the carriage of 40,000 tons of ilmenite annually from Middlesbrough Docks to Billingham.

### 20,000 Tons of Sulphur

A new plant for the production of sulphuric acid would start in May, and about 20,000 tons of bulk sulphur would have to be moved from the docks to the plant in the first year. This was likely to increase, whilst ilmenite production would also increase to about 50:55,000 tons.

The dock belonged to the British Transport Commission, and the recent provision of 6- and 10-ton cranes with larger grabs had made the provision of large-type tippers essential.

A second need concerned an increase in traffic for Imperial Chemical Industries, Ltd. More than 9,000 tons of urea had been carried in bags last year from Tees-side to Birmingham, half by Durham's, who operated a trunk service with eight large platform vehicles, and the remainder by British Road Services.

### Special Large Tippers

There was now a switch to bulk carriage which, because of the need to preserve purity, required large tippers with special fibre-glass or metal alloy bodies. British Railways could not provide this service and B.R.S. had no tippers based in the area.

Questioning Mr. Robert Durham, managing director, R.H.A. vice-chairman for the area and a member of national committees, Mr. Hanlon asked whether B.R.S. would be doing wrong if they converted some of their existing "flats" into tippers without informing the Authority.

Told that they would, Mr. Hanlon pointed out that he had been attacked by the R.H.A. for calling members to inquiry for similar changes (*The Commercial Motor*, last week). If the R.H.A.'s contention were accepted there was nothing to stop B.R.S. altering their vehicles. He was disturbed by these attacks; the R.H.A. should make up their minds.

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Mr. Durham replied that he did not agree with the views expressed by Mr. F. Milton, area secretary. The matter had not been discussed by any committee and it would now be looked into.

Answering Mr. J. Booth, for the British Transport Commission, Mr. Durham said that although their 1958 figures were slightly down on the previous year, the company had done more work for less profit. There had been a general decrease in road transport rates in the area ranging from 2½ to 12½ per cent. to meet rail competition. Their fleet of 48 vehicles was fully occupied, and they were not prepared to surrender either platform vehicles or small tippers for the new vehicles.

Mr. J. Croft, for the private objectors, submitted that the application was based on changes at the docks making bigger vehicles more suitable. Traffic sent in bags on platform vehicles until this year was now going by tipper, so both platform space and small tippers would be released.

Mr. Durham replied that vehicles had to be found for an additional 35,000 tons annually from British Titan alone, and additional large vehicles were essential.

The hearing was adjourned.

### "ROAD CANNOT COMPETE WITH THIS SERVICE"

GLASGOW businessmen were told last week that British Railways' new Condor freight service between Glasgow and London would "knock the bottom out of C-licence operation." Mr. J. M. Fleming, the railways' Glasgow District goods manager, who made the prophecy, contended that no one could do similar work with his own vehicles at the same price. Nor could road hauliers compete with the service for speed.

The new service is scheduled to start on March 16. The train will run overnight between Gushetfaulds Goods Station, Glasgow, and Hendon, London, completing the journey in under 10 hours. It will be possible for traders to specify the exact time for deliveries.

### INDUSTRY TO BE SUPERVISED?

SPEAKING in Birmingham on Monday, Mr. G. Brown, M.P., chairman of the trade union group of M.P.s, said he thought the Labour Government could take sufficient powers to be able to supervise the motor industry. He believed there were enough public-spirited manufacturers who would co-operate with a Socialist Government without nationalization.

## R.H.A. Meet Mr. Nugent on Records

A DEPUTATION from the Road Haulage Association met Mr. G. R. H. Nugent, Parliamentary Secretary to the Ministry of Transport on Monday to discuss the liability of employers for the inaccurate completion of records by drivers.

The party consisted of Mr. R. N. Ingram, national chairman, Mr. H. H. Crow, one of the national vice-chairmen, Mr. R. Morton Mitchell, chief executive officer, and Mr. E. W. Russell, of the secretariat. Their object was to try to avoid the prosecution of operators who were patently innocent of offences in connection with records, and to prevent their applications for licence renewals from being prejudiced.

Mr. Nugent is understood to have been sympathetic and realized that the law sometimes worked harshly. He reiterated, however, the fear that any change might make possible collusion between drivers and employers to defeat the ends of justice. He pointed out that the Minister could not direct the Licensing Authorities to take a liberal view of records offences, and that Parliament and public opinion were opposed to any change in the law.

### SLUMP STOPPED, BUT PROSPERITY DISTANT

"THE depression has been halted, but prosperity in our industry is by no means restored," states Sir Henry Spurrier, chairman of Leyland Motors, Ltd., in his annual report issued on Tuesday.

By the beginning of the year under review, half the backlog of orders had been fulfilled, and it later became necessary to work short weeks. Towards the end of the year, business recuperated and today new orders were matching deliveries, although the company were not working to full capacity.

Sir Henry attacked the purchase tax on goods-vehicle chassis and the Socialist renationalization threat as factors depressing home demand. The Labour Party's proposals about iron and steel also worried the company.

"Until matters such as these are resolved one way or another, I can see little improvement for us in the home market; in fact, the situation could easily deteriorate still further," he warns.

Establishment of plants overseas would not deprive home factories of work. "Very seldom can manufacture overseas be achieved 100 per cent.; it is often nearer 50 per cent.; the balance is made up from home," he explains.

The company were being called upon to give more extended credit to customers overseas.

### ALBIONS FOR BULWARK

TWENTY-FOUR Albion Caledonian chassis, to the value of £110,000, have been ordered by Bulwark Transport, Ltd. They are to be fitted with tanks for the transport of various liquids. A special feature will be a lockable third differential on the first rear axle.

## User Ignored: Action May be Taken Against Allison's

SINCE making a declaration of intention for a group of A-licence vehicles based at Glasgow in 1956, Allison's Transport (Contracts), Ltd., had broken it either wittingly or unwittingly. This was stated last week by Mr. W. Quin, Scottish Licensing Authority, after he had heard the company's application for a new five-vehicle A licence for "general merchandise within Great Britain."

Refusing their request, Mr. Quin pointed out that if Allison's were making a belated attempt to regularize their position they had produced no customer evidence of need. The question of suspension or revocation of licences would have to be considered.

Mr. J. Allison, managing director, said they had 18 A-licence and three B-licence vehicles based at Dundee, 17 special-A vehicles in London, 19 on A licence at Liverpool and five on A and one on special A at Glasgow. The fleet was operated as a whole and the normal users at Liverpool and Dundee were "general goods, Great Britain." It was impossible to operate properly when different bases had different users.

Referring to three vehicles, two on A licence and one on special A, which the company had converted from six-wheelers to eight-wheelers, Mr. Allison said the addition of an extra axle had increased carrying capacity by about 2 tons.

In the case of the special-A vehicle, he explained, it was reweighed and declared to the Licensing Authority. Unladen weights had tended to increase because of the policy of using only vehicles equipped with air brakes.

Mr. J. Howie, for British Railways, submitted that the figures produced showed that less than 10 per cent. of the traffic was in Scotland although the present user was: "General goods within Scotland and occasionally to England." Allison's had never made any attempt to operate the vehicles within their statement of intention; their sole consideration had been fleet economics.

Mr. W. Connochie, for Allison's, submitted that although it was admitted that the vehicles had operated mainly to England, much of the sub-contracting from Glasgow was for work within Scotland.

A second application to increase the unladen weight specified for an A-licence vehicle following its alteration from a six-wheeler to an eight-wheeler, was also refused.

### 6,580 VEHICLES A WEEK

ACCORDING to figures published by the Board of Trade, 25,480 goods vehicles were made in January—a weekly average of 6,370. Public service vehicle output totalled 840 (210 a week). Of the month's output, 9,678 goods and 476 public service vehicles were exported.

### THE COST OF 'FLU

THE influenza wave is costing Birmingham Transport Department about £10,000 a week in lost revenue, according to statistics worked out by the general manager, Mr. W. H. Smith. The department's own staff has been severely hit by the epidemic.

## Simpler Tour Licensing Sought

IN an effort to simplify their licensing position, Smith's Tours (Wigan), Ltd., applied, to the North Western Traffic Commissioners, on Tuesday, to concentrate all their coach tours at one point, the Market Square, Wigan.

Mr. H. Backhouse, on their behalf, said passengers could be carried on feeder coaches to the main coach at the beginning of a tour and vice versa at the end. If the feeder services were granted the existing road service licences would be surrendered. The company wished to operate the connecting services from Southport, Manchester, Liverpool, Warrington, Preston, Blackburn and Blackpool. There was to be no charge for these services and only passengers who had pre-booked for a specific tour were to be carried. Operation would be from Easter to December. In the past the period had varied from licence to licence.

Mr. Backhouse said the present system of licensing was cumbersome and a great deal of paper work was necessary. Smith's wanted to ease their administration, and would gain nothing else from the application.

Mr. W. Perch, the company's licensing clerk, said all they wanted was to

simplify licensing by making the present Wigan licence the only trunk licence. The other licences would be surrendered and a system of feeders instituted.

Twelve large operators objected and Mr. F. D. Walker, appearing for them, said that they were against the proposed operation of feeders at the end of the year when competition was at its fiercest.

Mr. Backhouse replied that he was unable to understand the objectors' attitude. No evidence had been produced that they would be harmed in any way because Smith's were prepared to give up important licences for feeder services.

Mr. F. Williamson, chairman, said his decision would be reserved.

The objectors were: Florence Motors, Ltd.; Yellowway Motor Services, Ltd.; Lancashire United Transport, Ltd.; Ribble Motor Services, Ltd.; W. C. Standerwick, Ltd.; the companies comprising Associated Motorways; Western S.M.T., Ltd.; Scout Motor Services, Ltd.; West Yorkshire Road Car Co., Ltd.; North Western Road Car Co., Ltd.; Batty Holt Touring Services, Ltd.; and Scottish Omnibuses, Ltd.

## Separate Normal Users "Nonsense"—Mr. Quin

IT was sheer nonsense to have separate normal users for four vehicles, Mr. W. Quin, Scottish Licensing Authority, said at Glasgow on Tuesday. Jenkin's Express Removals, Ltd., Giffnock, sought to add four vehicles (16 tons) to their A licence to replace four on special-A licences, two of which were based in the Metropolitan Area.

Mr. A. McKenzie, for the applicants, said the London-based vehicles were running regularly to Glasgow and would be better under direct control in Scotland.

After Mr. McKenzie had read out a separate normal user for each vehicle, specifying a great variety of commodities and destinations, Mr. Quin commented that if Jenkin's Express had applied for a B licence they would have had much wider scope. He could not understand why applicants agreed to complicated individual normal users at meetings of road-rail negotiating committees.

Mr. Quin said he himself would determine the normal user and submit it to the applicants. If they approved of it, the application would be granted. If British Railways were dissatisfied they could appeal.

### TANKER FLEET'S NORMAL USER QUESTIONED

THE normal user of an A licence held by Midland Road Tank Services, Ltd., Walsall, was closely examined by B.R.S. (Pickfords), Ltd., when a renewal was sought at Birmingham on Monday. After Mr. Brian Bush, of Midland Road Tank Services, had been cross-examined at length by Mr. A. W. Balne, for Pickfords, the application was adjourned by Mr. W. P. James, West Midland Licensing Authority.

Mr. Bush said the company sought the renewal of an A licence for nine vehicles. In their declaration of normal user they had tried to define more precisely the traffic being carried and this had led to the objection by Pickfords.

Mr. Balne recalled that at the last renewal the company had been authorized to operate six vehicles, one of them an articulated outfit, and the normal user was: "Bulk liquid and tar products, mainly in the Midlands; steel furniture, mainly London, South Wales, Liverpool and Sheffield."

Other vehicles and further classes of traffic had been added under subsequent grants but the normal user remained "mainly in the Midlands," although "Yorkshire, Lancashire, South East and South West England" were added. The present application was still wider.

Mr. Rowland Wood, managing director, was questioned by Mr. Balne on figures showing traffic carried over and under 40 miles. He agreed with Mr. Balne that Yorkshire and Lancashire traffic referred only to the products of Yorkshire Tar Distillers.

Mr. Balne said Pickfords did not want to be oppressive, but it appeared that Midland Road Tank Services might set up wasteful competition.



## Men in the News

MR. H. C. YOUNGE has resigned his directorship of the Transport Development Group, but continues on the board of Ham Wharfage Co., Ltd.

MR. JOHN W. WATERFIELD, transport manager of N. Corah (St. Margaret), Ltd., hosiery manufacturers, Leicester, has been appointed general manager of the company's Rochdale factory.

MR. ARNOLD TIMMS, chief accountant of Commer Cars, Ltd., and Karrier Motors, Ltd., has become secretary to the company's manufacturing division, succeeding the late Mr. R. G. LEAF.

MR. P. A. V. COOPER and Mr. T. KENNY, directors of Dorada Holdings, Ltd., have joined the board of E. J. Baker and Co. (Dorking), Ltd., Bedford distributors. Mr. J. SIMPSON has resigned his directorship.

MR. GEORGE MACAULAY, co-ordinator of Government traffics at the Treasury and one of the leading lights in the Lorry Driver of the Year Competition, underwent an operation in University College Hospital, London, on Wednesday. He is expected to be absent from duty for about two months.

MR. E. C. RICHARDSON has been made a director of the Measham Motor Sales Organization, Ltd. He has been with the organization for 14 years and is a director of three associated companies. Also joining the board is Mr. C. W. FARROW, who has been engaged in administrative work for the organization for several years.

MR. P. G. CHRISTMAS has become general sales manager of Dodge Bros. (Britain), Ltd., and Chrysler Motors, Ltd. Since 1955 he has been sales manager of the two companies. He joined them in 1948. Mr. D. E. NEWMANN, formerly assistant supply manager, has become home sales manager. He has been with the companies since 1956.

MR. J. GEMMILL is now representing Pirelli, Ltd., in the western half of Glasgow, most of Dunbartonshire and in Argyllshire. The counties of Angus, Perth and Clackmannan are being covered by Mr. J. D. G. CRUICKSHANK, whilst Mr. C. MOIR is covering the counties of Kincardine, Aberdeen, Inverness, Banff, Moray, Nairn, Ross and Cromarty, Sutherland and Caithness and the Orkney and Shetland Isles. Area representative for Lanarkshire is Mr. J. M. WILSON, and Mr. G. A. SUTHERLAND is covering the counties of Renfrew, Ayr, Wigtown, Kirkcudbright and Dumfries. Mr. D. I. G. NEILSON is covering the eastern half of Glasgow, part of Dunbarton and Stirlingshire. Mr. N. A. FROST is operating in the southern part of Durham and the northern section of Yorkshire, and Mr. J. P. WIGHT is covering Cumberland, Westmorland, West Northumberland and Furness. Mr. D. RENWICK is the North Northumberland representative.

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MR. GERALD CANDISH has been appointed sales manager of Remax, Ltd. He was previously export manager.

MR. F. G. POPHAM has been promoted to district manager at the new Lincoln district office of the Firestone Tyre and Rubber Co., Ltd.

MR. A. E. MORTON has been appointed sales promotion manager of the Matbro Group, comprising Mathew Brothers, Power Plant Hire (Beddington), Ltd., and Matbro, Ltd.

MR. H. J. HORNSBY, commercial manager of the International Synthetic Rubber Co., Ltd., is making a four-week study of Australasia's synthetic rubber markets. He will also visit India.

MR. H. G. STAGE and Mr. F. TOMPKINS have become directors of Nu-Swift, Ltd. Mr. Stage has been overseas marketing manager since 1952 and Mr. Tompkins has been home sales manager since 1954.



Mr. P. G. Christmas.

MR. JOHN C. COLLINS has been elected chairman of The Motor and Cycle Trades Benevolent Fund London Centre. Other officers elected include Mr. R. G. EMMETT, vice-chairman, Miss G. M. HORNER, secretary, and Mr. A. G. PETRIE, treasurer.

### R.H.A. ACT ON THEFTS

A SUB-COMMITTEE, to which the Traders Road Transport Association had nominated a delegate, is being set up by the Road Haulage Association to consider ways of combating thefts of vehicles and their loads. The committee will examine and report on the question and recommend action.

They are likely to be concerned mainly with ways of immobilizing vehicles. There is no plan yet for the formation of a special security force to patrol London.

### LORD HAILSHAM AS GUEST

AT the dinner to be held by the Road Haulage Association in London on May 20—in place of the customary annual luncheon—Lord Hailsham, Lord President of the Council, will be the principal speaker.

## Cheap Continental Tours Needed

THE Northern Traffic Commissioners have decided that there is a demand for cheap Continental tours from Middlesbrough, Redcar and Billingham. They have granted applications by Mr. R. L. Hardwick, Jubilee Road, Eston, for eight-day tours from those places to Ostend and Blankenberghe, via Dover. Outings will be provided in conjunction with Ostend operators running daily excursions in Belgium and Holland.

The return fare to Dover will be £3 15s. The tour to Ostend will cost £17 17s. and to Blankenberghe, £18 18s. inclusive.

In a written decision, the Commissioners say that Mr. Hardwick's tours would not interfere with the luxury tours run by the Northern General Transport Co., Ltd., whose minimum price for a continental eight-day trip, including Paris and Ostend, is £30. He is to be allowed to run one vehicle.

Mr. Hardwick's application was supported by evidence of private parties which he had taken since 1952 to Ostend and Blankenberghe. The Commissioners say that their grant is not to be regarded as a decision which accepts evidence of private hire as necessarily supporting an application for road service licences.

The licences will be current for only a year and a condition has been imposed to prevent their falling into the hands of a limited company or any person other than Mr. Hardwick.

"We are . . . satisfied that the persons likely to travel on Mr. Hardwick's services would not travel at all for this sort of holiday by railway," the Commissioners state.

### OBITUARY

WE regret to record the deaths of Sir J. GEORGE BEHARRELL, Mr. LEWIS R. WINN, Dr. LUIGI EMANUELI, Mr. WILLIAM R. ROBERTSON and Mr. FREDERICK J. CAMM.

Sir George, who was 85, joined the Dunlop Rubber Co., Ltd., in 1922, becoming managing director in the following year. He was appointed chairman in 1937 and president in 1949, retiring in 1957. His early career was with the North Eastern Railway. He was president of The Society of Motor Manufacturers and Traders from 1927-29, and of the Federation of British Industries from 1932-33.

Mr. Winn, who was 59, had spent all his working life in the transport department of the English Steel Corporation, Ltd., Sheffield. He became internal traffic manager in 1952.

Dr. Emanuelli, aged 76, had been with the Pirelli group for 52 years. He was vice-president of Pirelli S.p.A. and a director of Pirelli-General Cable Works.

Mr. Robertson was head of London Transport's public relations department. He was 57.

Mr. Camm pioneered the range of "Practical" journals published by George Newnes, Ltd., and wrote many books on a wide variety of subjects. He was probably the most prolific journalist in his field the world has ever known.



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## Unions Disagree on Transport Policy

**D**ISAGREEMENT between the Transport and General Workers' Union and the National Union of Railwaymen is hampering the Labour Party in formulating their transport policy, including the renationalization of long-distance road transport [a political correspondent writes]. The two unions take opposite views on the question of a subsidy for the railways, and the restriction of ancillary operation.

It is clear that the T.G.W.U. will resist the railwaymen's efforts for a substantial shift of traffic from road to rail.

### MERSEY TUNNEL BAN ON "DANGEROUS LOADS"

**A** BAN on certain loads being taken through the Mersey Tunnel during peak periods will come into force on March 9. The restrictions will be from 8.15 to 10.15 a.m. and 4.15 to 6.15 p.m. from Monday to Friday, and 8.15 to 10.15 a.m. on Saturday.

The by-law concerned deals with dangerous goods, vehicles and containers. Those specified include vehicles conveying liquids giving off inflammable vapours at temperatures of less than 73°F., corrosive acids, chemicals and other substances of a dangerous nature, compressed gases in cylinders, empty compressed gas cylinders, loaded firearms and explosives within the meaning of the Explosives Act, and loose hay and straw or other combustible material.

There are also restrictions on empty petrol and other tank wagons which have contained liquids giving off inflammable vapours at less than 73°F.

Traffic managers have been asked by the Mersey Tunnel Joint Committee to ensure that vehicles carrying the loads specified do not arrive at the tunnel entrances immediately before or after the peak periods.

### YORKS FREIGHT LINE TO CLOSE

**T**HE Hull-Barnsley freight branch is to be closed by the British Transport Commission, and the Hull (Springhead)-Little Weighton line is to be converted to single-track operation. The decision, which will save the Commission £84,441 and result in the recovery of equipment worth about £300,000, has been endorsed by the Yorkshire Area Transport Users' Consultative Committee.

### COACH PAY CLAIM DEFERRED

**E**Mployees of coach operators in the Western Traffic Area were told on Tuesday that their claim for an increase in wages would be deferred. An application had been made by the workers' side of the South Western (Provincial) Joint Industrial Council for the passenger vehicle operators in the Western Area. It was opposed by the employers.

### £70,000 HAULAGE DEPOT

**A** NEW depot with workshops and a maintenance shop is to be built at Bainsford, Falkirk, by Road Services (Forth), Ltd., at a cost of £70,000.

## New Douglas Aircraft Tug Ordered

**D**ESIGNED to handle aircraft of 300,000 lb. all-up weight, the DC7Q Tugmaster, manufactured by Douglas Equipment, Ltd., Cheltenham, is to be used by Qantas Empire Airways, Ltd., on airfields in Fiji, Singapore, Sydney, Melbourne, San Francisco and Honolulu.

The tractor is powered by a Leyland EN901 oil engine developing 230 b.h.p. at 1,900 r.p.m. To eliminate snatch when towing, fully automatic transmission, incorporating a torque converter, has been specified and hydraulic power steering can be supplied at extra cost.

The maximum tractive effort is 32,000 lb. at stall, and towing speeds of up to 25 m.p.h. are claimed. The Tugmaster provides seated accommodation for the driver and four crew members, and there is excellent visibility fore and aft. There are towing attachments at front and rear.

A four-wheel-drive version is available and a petrol engine is offered as an alternative to the oiler. The Tugmaster is 16 ft. long overall, 4 ft. 9½ in. high and 7 ft. 10 in. wide.

### CANAL DEVELOPMENT ENDORSED

**I**N a White Paper published on Monday (Stationery Office, 6d.), the Government endorse the policy of the British Transport Commission to develop this country's major canals. The value of making the Grand Union Canal navigable by wide barges without transshipment between Birmingham and the Port of London is to be assessed.

Lesser canals do not pay their way as transport arteries, and it is proposed that other kinds of user should contribute to the cost of their upkeep.

### UNWANTED BUS STATIONS

**B**US stations built by Blaydon (Durham) Urban District Council at Chopwell and Winlaton will not be used by the Northern General Transport Co., Ltd., or the Venture Transport Co., Ltd. The companies gave this reply when asked to contribute towards the cost.

The council have decided to ask the Northern Traffic Commissioners to intervene.

### BUSES BLAMED FOR "BLIPS"

**W**HEN Hull trolleybus conductors press their buzzers to signal the driver, scores of people who are not on the vehicle can tell what signal has been given—the buzzers cause a "blip" on television screens.

"Considerable interference" was caused, Cllr. L. Pearlman told the transport committee when he asked for suppressors to be fitted. In reply, Mr. G. H. Pulfrey, general manager, pointed out that trolleybuses were on the scene before television. He agreed to investigate and submit a report on the matter.

## Motorway Savings 5% of Capital

**T**RAVEL on a motorway, compared with a normal trunk road, at a density of 16,700 vehicles a day, would save £10,000 a mile per year. This sum was sufficient to service at 5 per cent. the capital outlay on such a project as the Birmingham motorway, Dr. W. H. Glanville, director of the Road Research Laboratory, said in London on Tuesday.

If the density reached the "reasonable" figure of 50,000 vehicles a day, the saving would be much greater. A 16½-mile Los Angeles motorway, which cost \$42m., was estimated to have recouped \$15.5m. in three years. It was three times as wide as a normal urban highway and allowed vehicles to travel twice as quickly, but the accident rate was only 20 per cent. as great.

### S.A. RAILWAY EXPANSION ATTACKED

**V**OICES have been raised in South Africa against the increasing encroachment by the State-owned railways on the traffic of private-enterprise road transport. The Bureau of Economic Research of Stellenbosch University has advocated greater freedom for hauliers, and the vice-president of the South African Federated Chamber of Industries has attacked the contention that the railways were taking over hauliers' traffic "in the public interest."

In 1955-56, the road transport services of the railways lost £237,285. In 1956-57 the loss rose to £403,540, although there had been an increase in tonnage carried. The encroachment into the field of private enterprise was at the expense of the customer and taxpayer.

The railways propose to monopolize transport in Durban, and the Association of Chambers of Commerce of South Africa have commented that the use of public funds to replace private investment would reduce the country's development for no other reason than to allow the railways to expand.

### NEW 72-SEATERS FOR EAST KENT

**T**HE first of an order for 40 A.E.C. Regent Mk. V 72-seat double-deckers has been delivered to the East Kent Road Car Co., Ltd., and will be taken into service in Thanet on Sunday. The forward-entrance bodies are by Park Royal and are 30 ft. long and 8 ft. wide.

The new vehicles follow in general the specification of a prototype which has been operating on the Canterbury-Whitstable route, but has a wider stairway. The Regents have four-speed synchromesh gearboxes and air brakes.

Deliveries of all 40 buses are expected to be completed by May. They replace a fleet of Guy "utility" double-deckers.

### BUS PROFIT, LIKELY

**A** PROFIT of £19,000 on the present financial year is expected by West Hartlepool Transport Committee, Mr. A. Limon, borough treasurer, has recommended that the surplus should be used for buying new vehicles out of revenue.

## Weight Changes: "Tribunal Must Make the Eventual Decision"

THE Transport Tribunal will have to make a decision in the controversy about changes in the carrying capacity of vehicles during the currency of a licence. This was stated at Hanley, last week, by Mr. W. P. James, West Midland Licensing Authority, when he refused to vary a B licence held by the Sandford Hill Haulage Co., Ltd., Longton, Staffs (*The Commercial Motor*, February 20).

He said he attached great importance to the question of whether an alteration to a vehicle which substantially increased its carrying capacity should be dealt with by a licence variation on the ground that it was no longer the same vehicle. The only yardstick recognized by the 1933 Road Traffic Act was unladen weight, so the whole question would eventually have to be settled by the Tribunal.

Sandford Hill Haulage wanted to replace a 3-tons 16-cwt. four-wheeler by a six-wheeler of 4½ tons. Their managing director, Mr. Hayes, told Mr. James that the maximum carrying capacity of the vehicle was originally 7½ tons, but alterations had increased this by 1 ton, and up to 9 tons 12 cwt. had actually been carried.

### Extra Earnings

For the six-wheeler, if granted, the maximum load would be 10 tons, said Mr. Hayes. It was true that the alteration had resulted in £600 more being earned in the past year.

Mr. James said the question to be decided was whether the difference in carrying capacity of 7½ tons to 10 tons could be justified. Either there must be evidence of demand for a bigger vehicle or the replacement would have to be a vehicle of the original unladen weight.

Mr. G. C. Tinsdill, for the company, submitted that if unladen weight was the test of capacity it should be borne in mind that a vehicle of 3 tons 16 cwt. had been operated for 12 months with the Licensing Authority's knowledge.

### Increased Payload

Mr. James said he would accept the alteration although it had considerably increased the payload. A replacement would, however, be granted only for a vehicle not exceeding the present weight or thereabouts.

To this, Mr. Hayes protested that the new vehicle had cost the company £2,600, had been awaiting collection for six weeks and was already painted in their colours.

Mr. James replied that they had been given the opportunity to call customer evidence but had elected not to do so. If they felt aggrieved there was machinery for appeal.

### ROAD DEBATE NEXT WEEK

A DEBATE in the House of Commons on the current road programme and the need for urban motorways is to be initiated next Friday by Mr. Ernest Davies (Lab., Enfield East).

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## Egg Board's Ruling Ousts C-licensees

A NEW regulation by the Egg Marketing Board means that eggs hitherto carried under C licence will now have to be transported in B-l licence vehicles. This was pointed out at St. Annes-on-Sea, last week, when Mr. B. N. Jackson, Caton, near Lancaster, asked for a B licence to replace his existing C licence.

He said that in the past he called on hundreds of farmers buying their eggs to sell them to packing stations. Now he was no longer allowed to pay for the eggs—they all had to be paid for by the packing stations, so he was merely a carrier.

Mr. D. Regan, general manager of Fylde Farmers' Eggs Supplies and Lancaster Egg Packers, said in evidence that packing stations now either collected the eggs themselves or paid a collector.

The application was granted.

## Revocation Effects Described

THE way three associated companies tried to offset the loss of three revoked A-l licence vehicles was described at Hanley, last week, to the West Midland Licensing Authority, Mr. W. P. James.

Mr. G. C. Tinsdill explained that the companies were Longton and North Staffs Transport, Ltd., Dale and Drake, Ltd., and C. Knight and Sons, Ltd. Last February Longton and North Staffs, who had no vehicles of their own, were operating lorries owned by the other two companies, but then Knight's had three A-l licence vehicles revoked.

As a result, it was decided Dale and Drake and Longton and North Staffs should exchange titles, so that Dale and Drake would become the company without any vehicles. Longton and North Staffs then took over a special-A vehicle from Knight's together with a contract vehicle, but their customers had still suffered inconvenience.

Longton and North Staffs now wanted a new B licence for two articulated out-

### MUNICIPAL OPPORTUNITIES

Settle Rural District Council require a 6-ton tipper.

Croydon Transport Committee wish to obtain a Bedford 3-ton tipper.

Isle of Ely Urban District Council are to buy a Karrier refuse collector.

Hastings Hygiene Committee advise that an S.D. refuse collector be obtained.

Cornwall County Council are to obtain four 2-ton and three 5-ton tippers.

Calne and Chippenham Rural District Council are to purchase a Bedford 10-12-cwt. van.

Chatham Highways Committee recommend that a 5-cwt. van and 10-12-cwt. van be acquired.

Kesteven County Council seek tenders for the supply of two Bedford 5-tonners and a 3-tonner.

Northumberland County Council are to buy two Morris 4-tonners and three 5-tonners from Charles G. S. Buist, Ltd.

Bradford Health Committee wish to obtain an Austin 5-cwt. van. The transport committee are to invite East Lancashire Coach Builders, Ltd., to quote for building new bodies for 18 trolleybuses.

Wakefield Waterworks Committee wish to purchase an Austin Omnicoach from Westgate Motors (Wakefield), Ltd. The works committee recommend that South Yorkshire Motors, Ltd., supply a 5-tonner.

## Objectors Withdraw in Transfer Case

AN agreement has resulted in British Road Services, British Railways and 10 hauliers withdrawing their objections to an application by Mr. H. W. J. Cox, a smallholder, of Edington, Somerset, to transfer a vehicle of 3½ tons unladen from a contract-A licence to a B licence.

The application as published was to carry goods for J. Bibby and Sons, Bridgewater, and their agents, and china clay within 225 miles. The case will be heard by the Western Licensing Authority at Taunton on March 10.

fits for general goods within 10 miles. These would assist their existing fleet of 21 special-A vehicles and the lorry under contract.

Mr. David H. Dale said in evidence that there were between 250 and 300 customers. A trunk service with six vehicles was operated each way nightly to London and the South East, and there were also regular services to Yorkshire and the Eastern Counties.

All the vehicles had to be used on collection and delivery, and for space articulated trailers were used internally on customers' premises. But sometimes an unlicensed tractor had to be used to take empty trailers to customers.

Questioned by Mr. G. H. P. Beames, for the British Transport Commission, Mr. Dale agreed that Longton Storage and Warehousing, Ltd., with two special-A and two B-l licence vehicles, and Longton Transport, Ltd., with one vehicle and two trailers on special-A, were also associated companies. He admitted that an almost identical application by Dale and Drake, Ltd., in April, 1956, for a radius of 20 miles, was refused.

Mr. Beames submitted that Knight's had committed irregularities and been deprived of vehicles. As a result, the new company had attempted to take on the work. The trailers could be fed into the trunk service, he suggested.

The hearing was adjourned.

### PROFIT AND LOSS

Small and Parkes, Ltd., £72,690 net profit after £74,535 tax. Year's dividends 12½ per cent., including 2½ per cent. bonus.

Super Oil Seals and Gaskets, Ltd., £115,624 net profit after £136,210 tax and £52,643 depreciation. Year's dividends 27½ per cent.

Devon General Omnibus and Touring Co., Ltd., £117,976 net profit after £101,100 tax and £114,185 depreciation. Year's dividends 10 per cent.

## Bus Operator on £1,482 Duty Charges

**F**ACING charges concerned with alleged failure to pay £1,482 10s. duty on oil fuel used in his buses, George Gray, a Clackmannan bus operator and a Clackmannan county councillor, elected not to give evidence before Alloa sheriff court last week. The case was adjourned on Monday, and next Monday the submissions of the Crown and the defence will be made.

Gray is said to have obstructed two Customs and Excise officers by failing to produce records, or, alternatively, is charged with failing to produce records; and of failing to keep accounts and records of the use of oil fuel between October 12, 1956, and October 11, 1957.

James McNeill, a bus driver employed by the accused, told the court that, being responsible for seeing that the vehicles were fuelled, he was in the habit of taking any bus which was running short to local garages and buying oil fuel and petrol for it. He mixed the two fuels in the tanks on Gray's instructions, but was told never to run the oil-engined buses on neat petrol.

Evidence was given about how investigating officers followed Gray's buses over central Scotland. Two officers, explaining that notice had been served on Gray to produce his records of the purchase and use of oil fuel, said that when they called on him they had been subjected to "a tirade of abuse."

## BIG BRITISH CONTINGENT FOR LISBON

**C**OMMERCIAL-VEHICLE manufacturers and bodybuilders who will exhibit at the British Trade Fair, Lisbon, from May 29 to June 14 include A.C.V., A.E.C., Alperston Products, Austin, Dodge, Ford, Guy, Nuffield Exports, Plastic Motor Bodies, Ltd., Rootes, Rover, Seddon and Standard.

Among makers of mechanical-handling equipment and allied products will be Chasemide Engineering, Conveyancer, Euclid, I.T.D., R. A. Lister, R. H. Neal and Ransomes and Rapier. Various manufacturers of components and supplies for the commercial-vehicle industry will also exhibit.

## R.H.A. POLICY STATEMENT

**T**HE final draft of the Association's new policy statement was placed before the national executive committee of the Road Haulage Association on Wednesday.

Coal haulage to power stations was another item on the agenda. Some members of the Association have already lost large tonnages of traffic through the expiry of their contracts and the transfer of the work to the railways. Rates at which the rail traffic is being carried are unknown, but are thought to be extremely low.

The committee also considered a request from timber interests for support in calling for a reduction of excise duty on vehicles equipped with jib cranes and constructed to carry round timber.

## Amphibious Tractor for Swamps

**S**PECIALLY designed to carry heavy oil-drilling equipment in the Niger Delta, an unusual amphibious crawler tractor will shortly be delivered to the Shell-B.P. Petroleum Development Co. of Nigeria, Ltd.

Known as the Water Buffalo, the machine, an Albion-Cuthbertson, will penetrate areas impassable to vehicles a fraction of its weight. It exerts a ground pressure of 1½-2 p.s.i.: a man's tread is about 6½ p.s.i.

The Water Buffalo has been supplied with two amphibious trailers, one a 28-tonner and the other a 10-tonner. The smaller trailer can carry reels of cable which can be run out across a swamp to assist the tractor to winch itself over the worst surfaces when hauling the larger trailer laden.

The tractor has a front-mounted

capstan winch, a hydraulic bulldozer blade, an A-frame at the rear for use as a crane, and an oilfield-type winch with a line pull of 70,000 lb.

An all-welded watertight compartment encloses all moving parts except the Tank-type undercarriage, and this has a semi-rubber track capable of flexing freely in every direction. Extensions to the body sides make the vehicle amphibious in deep water, and the two trailers have sufficient freeboard to enable them to float fully laden.

The Albion-Cuthbertson is powered by a Leyland direct-injection oil engine developing 150 b.h.p., with a maximum torque of 450 lb.-ft. The drive is taken through a Leyland Pneumo-Cyclic semi-automatic gearbox and centrifugal clutch, taking up the drive automatically at 750 r.p.m.

## Micrograms . . .

**£53,000 Garage:** A new garage for 120 Birkenhead Corporation buses is now being completed. Its cost is £53,000.

**London Office Opened:** Macclesfield Transport, Ltd., have opened a London office at 9½ Bonhill Street, E.C.2, with Mr. G. Wardle as their London representative.

**York Distributors:** Dagenham Motors, Ltd., Ealing Road, Alperston, and Sangley Road, Catford, have become York trailer distributors for a large part of the London area.

**Kenning Expansion:** The Kenning Group have acquired premises with 15,000 sq. ft. floor space in Exeter Street, Derby, which are to be converted into modern garage premises.

**Spending on Roads:** Civil estimates for 1959-60 include £32m. for roads in England and Wales and about £4½m. for Scottish roads, and £3.8m. for the Ministry of Transport.

**Borgward Output:** The German Borgward group report that last year they built 6,589 Borgward and 1,423 Goliath Express 1100 commercial vehicles. Goliath claim almost a monopoly in the three-wheeler market in Germany.

**Transport Course:** A week-end course on transport is to be held at Magdalen College, Oxford, from the evening of September 4 to the morning of September 7. The Institute of Transport are now making the arrangements.

**Paint Agents:** Tewel Industries, Ltd., Cotton Hall, Darwen, Lancs. have become sole agents in the United Kingdom and Eire for the sale of Glopone paints to the motor trade. Glopone is manufactured by Corrosion, Ltd., Southampton.

**Haulage Guide:** A new directory detailing members of the Road Haulage Association's Metropolitan and South Eastern Area has just been published. Operators are classified by name and by their facilities and vehicles. The directory costs £1 ls. post free.

**Clearer Traffic Signs:** Traffic signs and internally illuminated bollards that are visible over greater distances at night are likely to result from a new British Standard Specification (B.S. 873: 1959) published by the British Standards Institution, 2 Park Street, London, W.1.

**Trade Facts:** A detailed report on how Commonwealth trade might be affected by the harmonization of tariffs between Britain and the European Common Market has been published at 10s., including postage, by the Federal Trust for Education and Research, 10 Wyndham Place, London, W.1.

**Motorway Reopened:** Preston by-pass was reopened on Tuesday.

**Bus Garage Plan:** Plans are being prepared at Coventry for a new central bus garage at Gosford Street.

**A.A. at Aberdeen:** The Automobile Association have opened larger offices at 19 Golden Square, Aberdeen.

**Paignton Rally:** The West of England Rally and Concours d'Elegance for coaches and buses will be held at Paignton on May 21.

**M.C.C. Belfast Move:** The Belfast office of the Mercantile Credit Co., Ltd., has been moved to Mercantile Chambers, 7 North Street, Belfast.

**Kano Workshops:** The British West Africa Corporation, Ltd., Leyland distributors in Nigeria, have opened new workshops in Kano, with a spares depot.

**Perkins Students:** Nearly 3,000 students from 59 countries attended the Peterborough service school of F. Perkins, Ltd., last year. Overseas students totalled 788.

**T.R.T.A. Dinner:** Provisional arrangements have been made for the Traders Road Transport Association's annual dinner to be held at Grosvenor House, London, W.1, on May 4.

**Simms Manchester Extension:** Improved office accommodation and extensions to oil-engine and electrical repair depots have been provided at the Manchester depot of Simms Motor Units, Ltd.

**Oil Industry Vehicles:** Mr. H. J. Judd will speak on road vehicles for the oil industry at a meeting of the Institute of Traffic Administration at the Royal Hotel, Southampton, on March 10.

**Simmonds in Belgium:** A subsidiary company, Simmonds Aeroaccessories (Belgium) S.A., with offices at 25 Rue Faider, Brussels, has been formed by Simmonds Aeroaccessories, Ltd., Treforest, Glam.

**Hauliers Move:** W. C. Calderwood, Ltd., hauliers, who are associated with the Atlas Express Co., Ltd., have transferred their business from Rose Street, Edinburgh, to Veitch's Square, off Deanhaugh Street. Atlas are also operating from there.

**New Insurance Offices:** The Childs' Group of Insurance Brokers, comprising Paul Childs, Ltd., Autosurance (Brokers), Ltd., and J. Hutchinson (Insurance Brokers), Ltd., have opened new premises at Insurance House, Uxbridge Road, London, W.3.

**Licence Taken Over:** As an administrative move, Home Counties Plant Hire, Ltd., Ilford, have taken over the five-vehicle A licence of an associated company, J. Eggington, Ltd. The licence covers deliveries to wholesale newagents and booksellers.



## "Trivial Objections" Not Pursued by B.T.C.

**W**ITHDRAWING A British Transport Commission objection at Bristol, last week, Mr. J. Amphlett said he hoped the Western Licensing Authority, Mr. S. W. Nelson, would note that trivial objections were not pursued by the Commission when their interests were not vitally affected.

Earlier, it had been stated that the applicant, Mr. G. H. England, Marshfield, Gloucester, had been unable to come to terms with British Railways about his request for three A-licence vehicles, although the railways had been most co-operative.

For Mr. England, Mr. T. D. Corpe said that the original idea was for a three-vehicle A licence held by P. Garraway, Ltd., to be surrendered if the application were granted. The licence had been granted for "cider casks, beer and agricultural products, normally Cheltenham and local districts," but at the renewal application it was found that the normal user had been changed in material details.

The renewal was adjourned and now Garraway's were willing to surrender the licence if one were granted to Mr. England. However, Mr. England had decided not to put forward a take-over application. Instead he would ask for one A-licence vehicle for "agricultural produce and requisites, 50 miles," and Garraway's would still give up their licence.

At this point, the B.T.C. withdrew, although one of the two private objectors unsuccessfully submitted that the application should be republished. Mr. Nelson granted the application after being told that Mr. England was at present operating four B-licence vehicles.

## Glasgow Council Agree on Fares

**F**ARE increases proposed by Glasgow Transport Committee, which would level the fares on trams, trolleybuses and motorbuses, have now been approved by the City Council. If the Scottish Traffic Commissioners agree, the minimum fare will be 3d. and the maximum 10d.

Because shipyard workers on the Drumchapel housing estate will be hit by the increases, Drumchapel Tenants' Association are planning to run a free bus service daily.

Highland Omnibuses, Ltd., were given permission to raise fares despite opposition from nine local authorities. Mr. James Amos, chairman of the company, said that if the application was denied they would have to surrender their licences. They could not continue to lose £2,300 a year.

The Scottish Commissioners agreed to the addition of 4d. to single fares between 4d. and 6½d., 1d. to those between 7d. and 2s. 5d., and 2d. to those between 4s. 6d. and 6s. 5d. Above 6s. 5d. the increase would be 5 per cent. Returns up to 2s. 11d. will go up by 1d., those from

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### NEW TRANSPORT COMPANIES

**C. A. Deacon, Ltd.** Cap. £1,000. Dirs.: Cecil A. Deacon and Joyce M. Deacon, Friesla, Grove-hurst Road, Milton Regis, Sittingbourne, Kent. Sec.: F. H. Eiles. Reg. office: 83-85 St. Mary's Road, London, E.17.

**Smith Storage Co. (Falkirk), Ltd.** Cap. £5,000. Dirs.: J. Smith, No. 2 Villa, Maddistoun, Falkirk, and A. Smith, No. 1 Villa, Maddistoun. Sec.: J. Smith. Reg. office: Manuclrigs Garage, Maddistoun.

**Turners (Letchworth), Ltd.** Cap. £6,000. Dirs.: Henry W. Turner, Frank Turner, Wallace Turner and Harold H. Turner.

**E. R. Forse, Ltd.** Cap. £20,000. Dirs.: Thomas R. Forse, 24 Pencisely Avenue, Cardiff; Mrs. Doreen M. Grimshaw, 11 Aubrey Avenue, Cardiff; Edward J. Forse, Leonard I. Forse, Wilfred B. Forse, James H. Forse and Herbert Forse. Sec.: L. I. Forse. Reg. office: Baltic House, Mount Stuart Square, Cardiff.

**W. J. Jenkins and Sons (Tipton), Ltd.** Cap. £20,000. Dirs.: William J. Jenkins and John D. Jenkins, 31 Bagnall Street, Ocker Hill, Tipton, Staffs. Sec.: F. H. Watts. Reg. office: 31 Bagnall Street, Ocker Hill, Tipton.

**John Robertson (Hauliers), Ltd.** Cap. £5,000. Dirs.: R. H. Adam, 16 Sutherland Street, Lochie, Dundee; W. F. Nicolson, 1 Kenilworth Avenue, Dundee; J. P. Dippie and C. F. Bruce.

## R.H.A. Fight B.T.C. on Normal User

**W**HAT is, in effect, a fight between the British Transport Commission and the Road Haulage Association on the question of normal user is to be settled by the Transport Tribunal. The B.T.C. have appealed against the Yorkshire Licensing Authority's action in renewing, with a slight change in normal user, A licences held by Mr. H. Pike and T. Roberts (Haulage Contractors), Ltd. The R.H.A. are supporting the respondents.

Each of the applications concerned one vehicle, and in each case the vehicle formed part of a business which had been acquired before the renewal became due.

### MORE TRAMS GO

**T**WO more Sheffield tram services will be replaced by buses on March 1. Trams will no longer run in Abbey Land, nor between Fitzalan Square and Sheffield Lane Top.

3s. to 4s. by 2d., and the others over 5s. by 5 per cent.

Several economy suggestions were put forward by members of Great Yarmouth Transport Committee when they learned that the bus undertaking was likely to have a deficit of £18,000 at the end of the 1959-60 financial year. Mr. L. G. H. Pinder, deputy borough treasurer, said the deficit on the present year would be about £4,410.

"By the end of March, quite frankly, we shall not have a bean," he declared. "The position is quite serious." At least £10,000 was needed for a working balance.

Cllr. J. Malley pointed out that every year now produced a deficit. To combat this, the standard of running would have to be examined, and he suggested a drastic reduction in winter services. To this, Mr. R. F. Bennett, general manager, replied that if the labour force were cut too much there would be difficulty in hiring summer season crews.

It was agreed that the committee should hold a special meeting to consider the problem.

## Another Two C. and D. Lorries Granted

**T**WO B-licence collection and delivery vehicles were last week granted to Road Services (Caledonian), Ltd., to work within a 15-mile radius of Glasgow and feed the company's long-distance fleet. They had applied for three vehicles, but Mr. W. Quin, Scottish Licensing Authority, pointed out that they already had two lorries on this work.

Mr. Alex Callender, traffic manager, said they now had great difficulty in coping with collection and delivery work because of a shortage of vehicles. It was undesirable to have trunk vehicles on these local runs as valuable time was lost.

Mr. J. Law, for the company, said they did a great amount of hiring and this would continue. Several customers had indicated that they were not satisfied with the service they were now getting, simply because of collection and delivery troubles.

Making the grant, Mr. Quin said he thought it reasonable to double the company's present number of collection and delivery vehicles.

### LOADS TAKEN BY ROAD TO THE LEIPZIG FAIR

**O**VER last week-end, two York 15-16-ton semi-trailers of Continental Ferry Trailers, Ltd., undertook a movement from this country to behind the Iron Curtain. They had been taken around the north of England and London to collect machinery and equipment for exhibition at the Leipzig Fair, and on Saturday morning arrived in Antwerp from Tilbury to be hitched to tractors operated by the Dutch König concern.

Setting out from the Belgian port early that day, they were scheduled to arrive at Leipzig on Monday afternoon. After unloading they were due back in the Brussels area on Wednesday.

When the Fair is over, some of the exhibits will be shifted to the Hanover Fair, and others will be brought back as return loads. The movement was arranged in conjunction with the Kingham Advertising Agency, who are responsible for handling the exhibits of various British manufacturers at Leipzig.

### PERKINS PRODUCTION PLANS EXPLAINED TO EMPLOYEES

**T**HE assurance that F. Perkins, Ltd., now taken over by Massey-Ferguson, Ltd., would continue to operate as a separate company developing and selling their engines throughout the world, was given by Mr. A. A. Thornbrough, Massey-Ferguson president, at a factory meeting last week.

Mr. Thornbrough told employees that his company's requirement this year was 160,000 engines and it was intended, "as time will permit," to transfer nearly all this work to Perkins.

The founder of the Peterborough company, Mr. Frank Perkins, who continues as chairman, said that in 1957 the factory produced 75,000 engines.



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# Shell Rotella Multigrade Oils proved best

Shell Rotella Multigrade Oils—the entirely new oils from the world-famous Shell Rotella range—are proving a big success. Reports show that operators are switching to Shell Rotella Multigrade. And no wonder! Shell Rotella Multigrade gives these added advantages over other oils:

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Shell Rotella Multigrade flows freely the moment the engine starts and gives immediate engine protection.

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Shell Rotella Multigrade has an extended viscosity range—one oil only—summer and winter.

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Shell Rotella Multigrade 10W/30—for engines that do not need such a high additive level oil.



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Throughout the country, wherever there are schedules to be kept, operators are changing to Carriload 421. And every report tells of 100% satisfaction. At high speeds and under heavy loads, tread wear is minimal: the flat carcass contour and broad central rib platforms are doing all that the scientists predicted. Road-holding too is first class. This is indeed the tyre for Britain's future roads!

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## New C. and D. Lorry is Refused for One-vehicle Highland Service

REFUSING to grant an A-licence collection and delivery vehicle to Highland Haulage, Ltd., on Monday, Mr. W. Quin, Scottish Licensing Authority, remarked that the company wanted the lorry to supplement a one-vehicle service. Although their sub-contracting figures were high there was no evidence of any serious difficulty suffered by Edinburgh customers, he said.

Highland Haulage had sought the vehicle to carry goods within five miles of their base at Leith, but they were opposed by the British Transport Commission and the Scottish Central Carting Co., Ltd.

Mr. J. Brand, the company's Edinburgh depot manager, said they ran a daily service between Inverness and Edinburgh. The volume of traffic fluctuated and on many occasions it was impossible to make the necessary collections in Edinburgh and district in time for the journey north.

Their 14 A-licensed vehicles based at Newhaven were mainly engaged in the carriage of fish so they were unsuitable for foodstuffs. However, they had helped out from time to time, but there had been many complaints from customers about their use.

Mr. W. McKenzie, traffic manager at Inverness, said there were full loads of whisky, timber, potatoes and grain southwards. One vehicle left early in the morning and arrived in Edinburgh about 2.30 p.m. If the load could not be collected in time to start back at 6 a.m. the following day the northern delivery service from Inverness was missed and a second vehicle had to make that day's southern run. Sometimes lager had had to go by passenger train to Inverness to catch their feeder service to customers in Wick.

Mr. J. Buchanan, for Scottish Central Carting, submitted that the Authority was being asked to grant an A-licence vehicle to collect and deliver for another vehicle of the same unladen weight.

Mr. W. D. Connochie, for Highland Haulage, said the volume of traffic to and from the Highlands was insufficient to support a trunk service. The present service required a lorry to speed up and load the existing vehicle to make the run economical.

Mr. Quin ruled that there was no case for the objectors to answer. A similar application for a collection and delivery vehicle in Glasgow was adjourned.

## Licence Sought to Hire 30 Lorries

CLAIMING that their application was probably unprecedented in licensing history, Highland Haulage, Ltd., last week sought an A licence to enable them to hire 30 vehicles between September and April. Their object was to reduce sub-contracting, which last year amounted to £70,000. Objections were lodged by the British Transport Commission and 31 private hauliers.

Mr. W. D. Connochie, for Highland Haulage, said they wanted a normal user of: "Fish, grain, potatoes and timber, mainly from North Scotland to destinations in Scotland." At present three types of hauliers were employed as sub-contractors—A-licencees, B-licencees and holders of short-term B licences. But customers had complained about the unsuitability of sub-contractors' vehicles and about inefficiency.

Mr. W. H. MacLennan, managing director, said in evidence that as the 30 vehicles would be used for only eight months of the year, the company could not buy new lorries. During the summer months they had difficulty in keeping their existing 42 vehicles employed, but from September to April there was a huge demand for facilities.

There would be no difficulty in getting drivers for the period because men employed by coach companies during the summer would be available. If the application was successful the number of short-term licences which had to be granted each year to other operators would be reduced.

Answering Mr. John Angus, for some

of the objectors, he denied that Highland Haulage wanted to take control of seasonal traffic out of the Licensing Authority's hands. He agreed that he would have to go outside the Highlands to get suitable vehicles on hire. Local hauliers who carried herring from the ports to the company's base for transshipping to trunk vehicles would still be used.

Mr. MacLennan explained that the reason the proposed normal user was Scotland, when most of the traffic was for England, was that his special-A vehicles would do the work and the hired lorries would take their place in Scotland.

Mr. Alex Robertson, Scottish Deputy Licensing Authority, adjourned the case until today.

## PLAXTON'S STRIKE ENDS

A TWO-DAY strike of workers at Plaxton's (Scarborough), Ltd., coachbuilders, came to an end last Friday when the company agreed to dismiss a man who was not in the right union. Members of the National Union of Vehicle Builders had refused to work with him because he was in the Amalgamated Engineering Union and refused to seek a transfer.

Afterwards, the company stated that they were holding talks with the Union to ensure that a similar stoppage did not occur again. The procedure for engaging men would be discussed, although in this case the N.U.V.B. were consulted before the man was taken on.

## Court Told of Spring Failure on Lorry

A DESCRIPTION of how the rear wheels, axle and springs of a two-year-old lorry broke away when the vehicle was being driven through Rotherham was given to Rotherham Magistrates, last week, when the owners, Springwell Excavators, Ltd., Chesterfield, denied operating it in a dangerous condition.

For the police it was stated that the back end dropped on to the road and the wheels and axle travelled across the road to the forecourt of a public house. The propeller shaft fell to the ground.

On examination it was found that the main leaves of both rear springs had been broken for some time and the only thing keeping them in place was a second leaf overlapping the outside eyelets.

Mr. M. Mather, defending, stressed that maintenance was carried out weekly, but said it was impossible to notice the fractures unless the springs were removed. Shortly before the accident a mechanic had been working in the vicinity of the fault without spotting it.

The company were given an absolute discharge on payment of costs, and so was their driver.

## BETTER SERVICES TO TORQUAY SOUGHT

THREE West Riding bus companies are seeking new services to Torquay or amendments to existing services. They are Hebble Motor Services, Ltd., Wallace Arnold Tours, Ltd., and J. W. Kitchen and Sons, Ltd.

Hebble, who want to run a new service between Bradford and Rochdale linking with their existing Rochdale-Torquay service, are being opposed by four road operators and British Railways. The railways are supported by four road operators, including Hebble, in opposing Wallace Arnold's application concerning a Leeds-Paignton express service.

Kitchen's application for amendments to their Bradford-Torquay licence is opposed by the railways, Hebble and two other road operators.

## N.W. DRIVER CONTEST ENTRY LIMIT

ENTRIES for the North Western Lorry Driver of the Year Competition will close on April 4. They should be sent to Mr. A. L. MacFarlane, Road Safety Office, Town Hall, Manchester, 2.

Until it is known how many people wish to compete no concern may enter more than three vehicles. There will be an overall limit of 150.

The Manchester competition will take place on May 3, starting at 8.30 a.m. from Manchester City football ground. After a road section of seven miles, the driving tests will be held at the car park of the Lancashire County Cricket Club.

## OFFICER ADVANCED

A SENIOR officer of the Ministry of Transport is to be appointed to the council of the Institute of Advanced Motorists.

## No Transport Issue at Next Election, says Mr. Jordan

THE work of C-licence operators will not be an election issue. Politicians will be so much concerned with unemployment, the hydrogen bomb and foreign affairs that there will be a transport stalemate.

This forecast was made last week by Mr. C. E. Jordan, chairman of the West Midlands Division of the Traders' Road Transport Association, when he spoke at the Wolverhampton Area's annual dinner.

"If a stalemate develops I wonder whether politicians on both sides of the House will consider a full and comprehensive inquiry into transport free of political prejudice," he said. "Such an inquiry is long overdue and I am glad to note that the proposal now has the support of the national chairman and the chief executive officer of the Road Haulage Association."

Outlining the factors that should be considered in an inquiry, Mr. Jordan said that they should include:

(1) The under utilization of the railways and the undue proportion of the British Transport Commission's central charges (approximately £60m. a year) borne by industries tied to rail;

(2) Whether closing branch lines would be in the national interest if this resulted in depopulation of the countryside and the decline of agriculture;

(3) Whether it had been established that the railway modernization programme was justified, taking into consideration the railways' failure to regain general merchandise traffic, development of the motorways and the increasing use of private transport;

(4) The possibility of writing off the large B.T.C. deficit to enable the Commission to "start on an even keel" in, say, 1962.

## User Amended to Get Bigger Vehicle

AN A-licence substitution, involving the use of a heavier vehicle, was granted at Carlisle last week, to Mr. William Dockeray, Barclose, Abbeytown, after he had agreed to amend his proposed normal user.

Mr. Dockeray wanted to operate a vehicle of 3 tons 19 cwt. in place of one weighing 3 tons 7 cwt. He asked for "livestock to all parts of England, Scotland and Wales, mainly Bristol, London, Nottingham, Crewe, Chester, the Midlands and Southern Scotland; agricultural requisites to Liverpool, Hull, Selby and Middlesbrough."

Mr. J. R. Kirkup, for Mr. Dockeray, said the scope of the proposed normal user was explained by the fact that Mr. Dockeray had never before applied in court for a licence. He now had a fleet of three vehicles, two on A licence and the other on a recently acquired special A. Previously this vehicle had run under C licence.

In evidence, Mr. Dockeray said he had made the application because one of his

Referring to Sir Reginald Wilson's recent claim that bulk rail haulage could be combined with road deliveries to give a more economic service than that provided by C-licensed vehicles, Mr. Jordan pointed out that traders had to have vehicles at their disposal to provide for emergencies. The railways, he said, would be foolish to urge traders to abandon their fleets.

Mr. A. W. Nash, of Tarmac, Ltd., suggested that the full implications of renationalization had not been appreciated by vehicle makers and by the producers of ancillary equipment. It would immediately result in a reduction in the number of commercial vehicles manufactured and a corresponding fall in the demand for fuel, tyres and other equipment.

### READY FOR "KERB" CAMPAIGN

IN an effort to boost the "Kerb Space is Precious" campaign which starts in the provinces on Monday, the Traders' Road Transport Association will be organizing various publicity events all over the country. Civic leaders have been enlisted in most areas to lend their support, and in many cities police chiefs will give talks.

The Association say that a considerable degree of co-operation has been obtained from local authorities, trading and industrial communities.

### NEW OIL TERMINAL

ROAD tankers will help in the distribution of oil from a new £1m. terminal which is being built at Ellesmere Port, Cheshire, by the Mobil Oil Co., Ltd. Capacity of the ocean-fed terminal will be over 23m. gallons, and distribution will also be undertaken by sea and rail.

A-licence vehicles could not stand up to the work required of it, so he had bought another one. Turnover had increased from £5,000 in 1956 to £9,000 in 1958.

Answering Mr. F. J. McHugh, for the British Transport Commission, he said about 80 per cent. of his work was livestock. Three-quarters of this was local and the rest was medium-distance haulage. The remaining 20 per cent. of his work was general traffic. Mr. McHugh explained that the B.T.C. had objected because of the scope of the proposed normal user.

Mr. J. A. T. Hanlon, Northern Licensing Authority, granted the application after Mr. Dockeray had agreed to amend the user to "80 per cent. livestock (60 per cent. local in Cumberland and South West Scotland; 40 per cent. for dealers to Lancashire, Cheshire, and Nottingham; occasional journeys for regular customers) and 20 per cent. agricultural produce and requisites mainly in Cumberland; Middlesbrough for slag in season."

## 2,250 Tons a Year by Long-distance Lorries

IF the 20,000 long-distance lorries now under free enterprise were taken over by the State again the standard of operation would not be nearly as high. This was forecast last week by Mr. A. E. Drain, chairman of the Metropolitan and South Eastern Area of the Road Haulage Association, when he spoke at the Brighton Sub-area's annual dinner.

"These vehicles are doing a remarkably good job of work," he declared. "An inquiry the Association made not very long ago shows that, on average, each vehicle travels something over 40,000 miles in a year and carries 2,250 tons of goods for a distance of 140 miles.

"As the average carrying capacity was about 11 tons, the lorries annually conveyed over 200 times their own capacity. This showed that in the hands of a skilled operator a long-distance lorry was a highly efficient instrument.

"It is certain that at no time during the period of nationalization were the vehicles under State ownership operated at anything approaching the same standard. There can, therefore, be no justification on the grounds of common sense or economics for taking these vehicles out of the hands of their present owners and returning them to the nationalized organization that operated them so much less successfully on the previous occasion," he said.

### BELFAST BUSMEN STOP WORK FOR A DAY

THOUSANDS of people had to walk to work in Belfast last Saturday when the city's 1,900 busmen staged an unofficial strike. An official of the Amalgamated Transport and General Workers' Union said he understood the crews had no intention of repeating the stoppage.

The strike came about after a number of crews had been warned about arriving ahead of schedule at their destinations. They complained that too close a watch was being kept on their running times and demanded that the outside operational superintendent should be withdrawn.

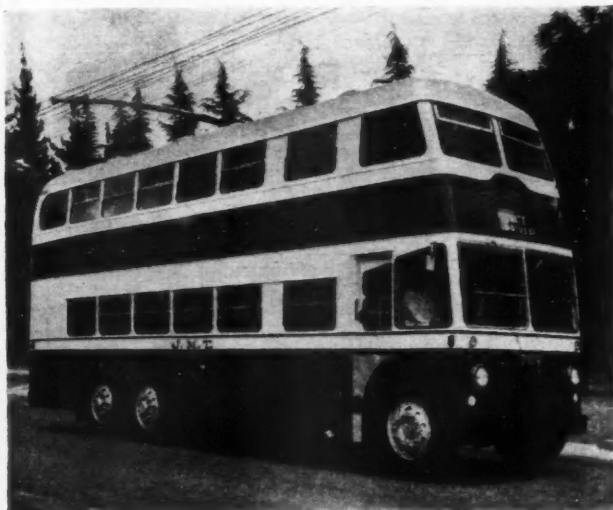
Services operated by the Ulster Transport Authority were threatened on the same day—there had been a one-day strike the previous Saturday—but after discussions between the management and the union a second stoppage was called off. The dispute was over the management's order that a particular union notice should not be displayed on their notice boards.

### B.T.C. TO CLOSE TRAMWAY?

DURING the next two months the British Transport Commission are expected to seek authority to close the Grimsby-Immingham tramway. This was disclosed last week by Mr. J. T. Roberts, secretary of Grimsby Chamber of Commerce.

He pointed out that objectors would probably have a chance to make representations to the Transport Tribunal.





Claimed to be one of the biggest double-deck trolleybuses in the world, this Sunbeam 105-seater—one of 20—has been taken into service by Johannesburg Municipal Transport Department. The body was built by Bus Bodies, Ltd., Port Elizabeth. With a gross weight of nearly 19 tons, the vehicle has B.T.H. traction equipment developing 160 h.p.

## Heavier Lorry Refused: Normal User "Ridiculous"

INSUFFICIENT evidence was put forward by Mr. Gordon Hall, Northallerton, when he applied at Stockton-on-Tees, last week, for a 3-ton 16-cwt. vehicle on A licence in place of a 2-ton 18-cwt. special-A-licence vehicle. This was stated by the North Western Licensing Authority, Mr. J. A. T. Hanlon, when he refused the application.

Mr. Hanlon said the case well illustrated the folly of ridiculous applications for a normal user to cover every conceivable commodity the haulier had ever carried and any district he had ever served. Mr. Hall had come nowhere near justifying additional carrying capacity even for the amended normal user he wanted—"agricultural produce and requisites in the north and Scotland; steel and timber to Lancashire and the Midlands."

The case had previously been adjourned because it had been unsatisfactorily submitted, yet the figures now produced showed no split between special-A and contract-A earnings. But it seemed that 11 months' earnings in 1957 were greater than revenue for the whole of 1958.

In evidence, Mr. Hall said the new vehicle would carry 7-8 tons, whereas the old one was limited to 6 tons. He produced a customer witness who stated that Mr. Hall carried substantial traffic for him, although a good deal of it was by contract vehicle.

For Mr. Hall, Mr. J. Croft told the Authority that the new vehicle was already in possession and the special-A licence would expire on April 19. Mr. Hanlon replied that Mr. Hall might then be able to justify the change, now that he knew what was required.

## NEW MULTIGRADE ENGINE OILS

TWO new multigrade engine oils for use in commercial vehicles have been introduced by Wakefield-Dick Industrial Oils, Ltd. They are designated Deusol G/M and Deusol CR/M.

The G/M oil is suitable for all petrol engines and for mixed fleets of oil- and petrol-engined vehicles, where the oil engines are not performing arduous work and are not running on fuels of high sulphur content. The second grade is designed for all oil engines, particularly those on fuel of high sulphur content. It is a fully detergent "heavy-duty" oil to Supplement 1 level.

Both the new products are all-seasons oils and have characteristics specially suitable for the climatic conditions of the United Kingdom. It is claimed for the new blends that the desirable equilibrium between the natural qualities of the base oil and its additives has been achieved to produce a high viscosity index, detergency and anti-oxidation value.

Both oils fall within the lower limits of the S.A.E. 20 rating, and have good cold-starting and hot-running characteristics.

811

## Lincoln Bus Loss Will be £10,000

THE loss on Lincoln Transport Department at the end of the present financial year will probably be about £10,000—not £14,000, as originally estimated. This news was given to the City Council by Ald. F. W. G. Todd, chairman of the transport committee, when he reported that up to January 11 an extra 390,000 passengers had been carried compared with last year. This meant additional revenue of £6,440.

"But we have been in a sorry state for several years, constantly losing money, and this year will, unfortunately, be no exception," he said. "However, I am pleased to be able to say that instead of the estimated loss of £14,000, with the addition of about £3,000 in wages, making a possible £17,000 loss, we shall now lose only £10,000."

He referred to the increase in passengers as "a happy trend" which was the result of a great deal of patient work. But still more traffic could be carried—19m. people used Lincoln buses in the peak year of 1952, whereas last year the figure was down to 15m.

"If we can only get a million back we can level the budget, and that is our endeavour," said Ald. Todd. "Alterations we are hoping to make during the next two months will give a better frequency every day of the week throughout the city, which will help to increase the number of passengers."

## TRUNK ROAD PROGRESSES

MODERNIZATION of the Stafford-Stoke trunk road will soon be advanced a stage further. Dual carriage-ways have already been constructed over four miles of the road, and now work is to begin on another section 1½ miles long, costing £196,000.

Streams of traffic will divide at Darlaston so that northbound vehicles cross the River Trent by the old bridge whilst traffic heading south uses a new two-span bridge. The project should be completed by summer, 1960.

## Contempt, Says Judge in Removals Dispute

AN order committing to prison Mr. George Ernest White, Coventry Road, Birmingham, for contempt of court, was made in the Chancery Division, last week, by Mr. Justice Harman. Mr. White was not present at the hearing when White's Removals and Transport, Ltd., Lister Street, Birmingham, applied for the order.

Mr. W. J. C. Tonge, for the company, explained that in 1956 Mr. Justice Vaisey granted an order restraining Mr. White from carrying on, representing himself or advertising himself as a furniture remover within 10 miles of Birmingham Town Hall in any style closely resembling the company's name.

Mr. White, who had no vehicles of his own but passed on instructions to other removers, defied the order by trading as "G. E. White (Removers and Storers) Co.," or "White, G. E. (Removers and Storers) Co.," or "G. E. White's (Removers and Storers) Co."

Mr. Tonge added that Mr. White carried on business by receiving telephone calls, many of which were probably intended for the company, as the name White or White's had for many years been associated with them in the Midlands. However, they did not want to oppress Mr. White—it had been hoped that he would appear to give an explanation.

## NO AWARD ON 40-HOUR WEEK

THE Industrial Disputes Tribunal have declined to reach a decision on the claim of the engineering unions for a 40-hour week. They have abstained from making an award because of its far-reaching consequences on other industries, and they hope that the employers and unions will resume negotiations.

The Tribunal say they could not deal with a claim relating to the engineering industry without having close regard to the situation in other industries.

# Hydrostatic Drive—Would It Pay?

**I**N a number of manufacturing processes the availability of an infinitely variable drive has improved production efficiency by at least 30 per cent. Power is normally derived from a constant-speed electric motor, and the rate of production is partly dependent upon modifying the torque and speed characteristics of the drive automatically to match cyclic or spasmodic variations of load.

This often represents a far more complicated problem than providing a range of ratios in a vehicle transmission to enable the engine to produce its maximum torque and power at various road speeds. Industrial drives have been highly developed in the past 20 years, and include a number of hydrostatic types which give a favourable transmission efficiency under arduous conditions.

*Although Fluid Transmission might not Improve Fuel Consumption, it has certain Important Advantages*

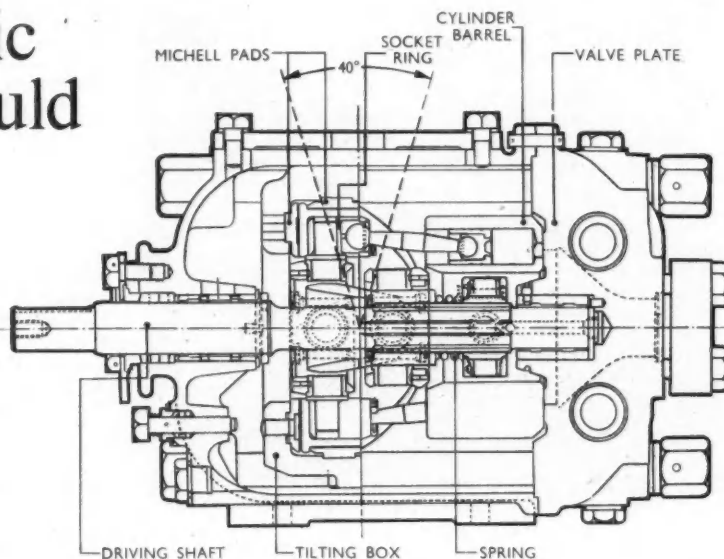
**By P. A. C. Brockington, A.M.I.Mech.E.**

*Keelavite pumps and motors operate on the rotary-abutment principle. Blades A and B on rotor C form the pumping, or driven members, and rotary abutment D acts as a seal between the inlet and outlet ports. Control is by moving the rotor axially.*

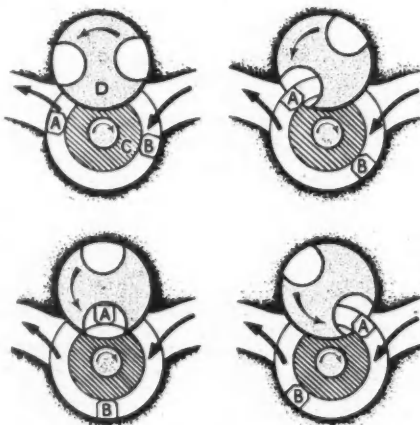
The case for hydrostatic vehicle transmissions can be argued far more convincingly than was possible when its adoption was reviewed by vehicle makers before the war. Since then, however, the increased capital cost of production plant has further prejudiced the introduction of unorthodox systems. It has also increased the economic penalty resulting from minor design faults.

Despite the many proven advantages of hydrostatic transmission and the promise that the efficiency of an automotive unit would be acceptable, its development for quantity-produced vehicles is therefore unlikely unless extraneous factors favour its adoption.

In conformity with the need to facilitate the work of the driver, the use of power-operated systems for brakes and steering gear is gaining in importance. This may be regarded as one of the "extraneous influences" which could promote the development of hydrostatic



*Vickers VSG hydraulic pumps and motors are multi-cylindrical units; the capacity is altered by moving a tilting socket ring to which the ball-ended rods are attached. The drive gives an infinite speed range from zero to maximum in both directions.*



transmissions, and the necessity to provide a secondary braking system in addition to the wheel brakes might be another factor of importance to its future.

In many cases, the relative simplicity of storing power in hydraulic accumulators would offer an immediate advantage, or promote the development of additional power-operated equipment to increase the scope of mechanical-handling aids.

Increasing use of hydraulic motors to drive auxiliaries is indicative of their potential, a particular merit of the system being a negligible wear factor. This would also apply to hydrostatic transmissions, given that the fluid were adequately filtered.

The type of system envisaged as the most suitable for vehicle transmission is one incorporating a variable-delivery hydraulic pump and a hydraulic motor of a similar type. A particular feature of hydrostatic drives is that the pump acts as a variable-capacity motor on the over-

run, which offers a valuable source of braking power. In most types of pump, fluid flow to the motor can be reversed without using an auxiliary system.

With due regard to the reduction of pipe length to a minimum in the interests of efficiency, the power unit and pump may be placed in any position relative to the hydraulic motor or motors to suit the requirements of the designer.

If a vehicle were equipped with hydrostatic transmission, it would be possible to eliminate the gearbox, propeller shaft, and even the differential and final-drive gearing, and some authorities are confident that if the system were specifically designed for automotive applications it would give a substantial reduction in vehicle weight.

## Braking Effort

Judging by established types of industrial hydraulic drive, it might also be possible to offer a standard unit with a larger torque range than that provided by conventional gearboxes without materially adding to the size and weight of the hydraulic components. The braking torque available would equal that normally associated with the lowest ratio in the gearbox, and, of equal importance, the braking effort would be smooth.

Another useful feature of hydrostatic drive is that the relief valves can be adjusted automatically to limit the maximum torque output, which could be of benefit to tipper operators and others engaged on rough-site work.

There would be no counterpart of the clutch, the output being reduced to zero when power was not required, as distinct from disconnecting input and output members. In some designs, relative movement of the pump parts in the "neutral" position is restricted to a simple ring member, and drag is negligible.

The most straightforward layout would be one in which one motor was used, driven by a pump in the same casing, the unit being mounted in the normal gearbox position. This would eliminate pumping losses in pipe connections, and would have the immediate advantage that it would enable existing chassis readily to be converted to hydrostatic transmission.

If hydrostatic transmission were fully exploited, however, it is probable that a separate motor would be employed for each driven wheel to obviate the use of final-drive gearing and a mechanical differential. Also of importance would be the facility with which the fluid system could be designed to improve wheel traction by limiting differential action.

One obstacle to employing separate drives would be the necessity to equip the vehicle with independent rear suspension so that the motors could be rigidly attached to the chassis, or alternatively to use high-pressure flexible hose. Attaching the motors to an unsprung member would be acceptable with regard to the operation of the mechanism, and direct wheel mounting would reduce the overall weight of the axle, but there is some doubt whether dependence on flexible pipes would be satisfactory.

A particular merit of mounting the pump in unit with a single motor is that, depending on the type, it is then possible to provide direct drive for top-gear running without relative movement of the components. In this case, efficiency in top gear might be higher than that of a conventional gearbox because of the absence of layshaft drag.

Would the overall efficiency of a hydrostatic drive be adequate for vehicle transmission? This is the first consideration, and no development engineer would attempt to evolve a suitable system unless he were satisfied that it would afford a fuel-consumption rate comparable with that returned by vehicles with conventional transmissions.

Judging by the majority of established industrial drives, the potential efficiency represents a borderline case; a small favourable increment in efficiency could give the system unassailable advantages.

### Free-wheeling Action

In four-wheel drives and some multi-wheeler applications, a simple control valve could be incorporated in the system to disengage the drive to one pair of wheels and to provide free-wheeling action. This advantage is indicated by a patent taken out by the Rover Company (*The Commercial Motor*, April 25, 1958) in which is described a hydraulic-mechanical transmission for four-wheel-drive vehicles.

Hydraulic operation is applied only to the front wheels, the rear wheels being driven in the normal way. An engine-driven pump supplies fluid to two independent wheel motors arranged in series, and delivery is controlled by a two-way valve which can be used to by-pass the fluid to the intake side of the pump.

The system also incorporates a one-way valve located in a pipe connection

between the motors in the high-pressure side of the circuit; when the valve is open the fluid can circulate freely through the pipe and this allows the motors to free-wheel.

A significant implication of this patent is that hydraulic front-wheel drive has possible advantages, in the opinion of the patentees, with regard to first cost and weight. Controlling the speed of the motors by employing a by-pass valve in the pump circuit has the merit of simplicity, but the volume of fluid delivered by the pump would remain constant at a given speed. The amount of fluid by-passed would represent an avoidable efficiency loss.

Not mentioned in the patent is the reduction in frictional losses which would result from draining the motors when extra traction was not required. This could provide a worthwhile gain in economy, particularly in cold weather. One of the disadvantages of employing a front-wheel-drive vehicle for short runs on good roads in the winter is that the rotating gears of the front system continue to absorb a substantial part of the engine power output when the drive is disconnected.

Of related interest to the Rover patent, the Serck-Behr hydrostatic drive evolved for the control of the cooling fan also incorporates a by-pass system with which the speed of the motor (and fan) can be regulated by means of a valve. Although this is an auxiliary drive, it is of additional interest because both the pump and motor units are of the multiple-piston type, a feature common to many large industrial drives.

### More Favourable

When the pump is operating on maximum load, and there are no friction losses resulting from by-pass circulation, the efficiency of both pump and motor is 96 per cent., which is a much more favourable figure than the maximum efficiency of most industrial-drive units. The part-load efficiency is at no time less than 83 per cent.

If a system of this type were applied to the transmission of a motor vehicle and separate motors employed remotely from the pump, losses caused by fluid friction in the pipe connections would have to be taken into consideration. These losses could, however, be reduced to a minimum by employing large-bore pipes.

A feature of the positive-displacement-piston layout is that a combined pump-motor can readily be designed to give direct drive without pumping losses, the two members being locked together. A good example of this type, the Carter variable drive, also enables a proportion of the power to be transmitted by direct torque between the two units throughout the speed range.

In this case the pistons are arranged radially, and control is provided by eccentric members in both units. The range of variation covers ratios up to 27 to 1.

In the past 10 years the design of hydraulic accumulators has made great

progress, and building up a reserve of power for operation of brakes and auxiliary gear in the event of engine failure does not present a problem.

The possibility of conserving power by regeneration on the overrun has represented an ideal from the early days of the motor vehicle. It is unlikely that a practical means of power regeneration by hydraulic means could be developed to enable stored energy to be used to supplement the power of the engine during normal runs on the road.

It might, however, be feasible to use large lightweight hydro-pneumatic accumulators (possibly box-type or tubular chassis members could be employed for this purpose) of sufficient capacity to shunt the vehicle short distances in the depot and to provide power for stationary auxiliaries. They could also be employed to start the engine. A smaller battery could then be used, and this advantage, combined with elimination of the electric starter, would partly or wholly offset the extra weight of the accumulators.

### Sliding-vane Type

Another industrial design that might be applied to vehicle transmissions is the sliding-vane type, the vanes being normally mounted in a casing which revolves with the rotor but which can be moved radially to vary the eccentricity of the assembly and the pump output. In the concentric position, there is no relative movement between the vanes and the rotor, and the pump is inoperative.

This would correspond to the neutral position of the conventional transmission. Reversed drive is obtained by reversing the eccentricity of the pump casing relative to the rotor. Industrial vane-type units include the Churchill-Sturm variable drive.

Least complicated of all the units, the rotary pump, can be designed to operate efficiently at high speeds, an average efficiency of over 85 per cent. being claimed by one manufacturer for both pumps and motors. The favourable high-speed characteristics of the rotary pump could be an all-important factor in its application to vehicle transmissions.

In the design of Keelavite pumps and motors, the units operate on the "rotary-abutment" principle. The main rotor incorporates two projecting axial blades, and a sealing rotor has two corresponding recesses, the two shafts being geared together.

Abutments between the recesses of the second rotor act as seals. There is no contact between the two members and the rate of wear is negligible. In a typical layout, a variable-capacity unit is employed as a pump and the motor is of the constant-capacity type. Capacity is varied by axial displacement of the main rotor.

The possibilities of the positive-displacement system based on variable-stroke pistons are given further weight by the development of the Dowty hydrostatic drive for tractors, which was demonstrated at the Smithfield Show last December and described in *The Commercial Motor* on December 6, 1957.





*The body of this Karrier Bantam was built to the operators' own design, and incorporates three-section sliding doors covering five racks of trays. The driver is seen here delivering to a retailer.*

overall height, coupled with small wheels assisting in the maximum usage of load space by the absence of wheel boxes, and extremely good manoeuvrability.

It was believed to be the first vehicle of its type to be used for purposes other than refuse collection, for which it was originally designed. Two more

By  
**G. Duncan Jewell**

## Baker's Delivery Problems Solved

**T**HE hilly terrain and rough roads in many parts of East Lancashire raise considerable problems for traders whose products require daily deliveries throughout the area. R. B. Seville, Ltd., wholesale bakers, Waterfoot, have bread delivery services covering a radius of 24 miles, and their bakery is in the Rossendale Valley.

This is a cleft in the Pennine moorlands, the natural features of which result in most of the main roads from the valley climbing to more than 1,000 ft. In addition, on many of the minor roads low bridges impose a maximum vehicle height of 8 ft. 7 in.

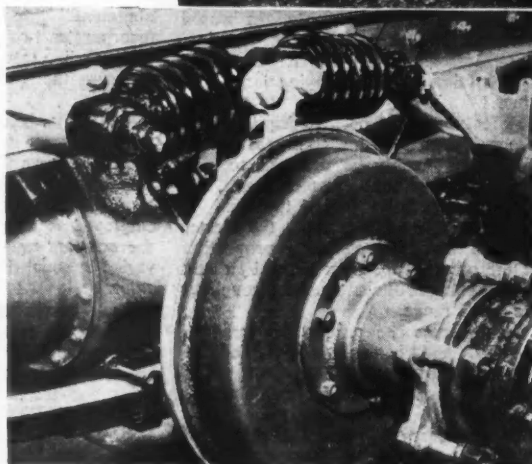
Because of these difficulties the company were unable to find a vehicle which fully met their requirements, and up to 1939 the mixed fleet of vans in use was far from satisfactory. Mr. J. B. Seville, who is responsible for transport, was seeking a chassis of simple construction, with strength in its components, which would be easily serviceable.

Early in 1939 he bought a Karrier Bantam. From his point of view its assets were a low

### *Bantams Give Good Service With Special Bodywork and Improved Springing System*

Bantams were on order when the war broke out and, despite delivery difficulties, the fleet was made up of these vehicles by 1947, apart from one or two Commer's.

Although a big improvement was



*(Right) These coil springs are an important part of the suspension system used on Seville's Bantams. A softer main spring is fitted, and the coil springs provide correcting strength to give constant riding conditions. (Top right) One of the older Bantams negotiating a rough delivery route.*

noticed, the chassis length was unsuited to the body length—which was regarded as ideal—and, when it proved impossible to get the makers to modify their chassis, Mr. Seville decided to rebuild them to conform to the company's own needs.

After converting the existing vehicles, replacements and additional vehicles were obtained by buying up used Bantams and rebuilding them. These are now standard for the fleet.

The wheelbase was lengthened by 15 in. to 9 ft. by extending the original longitudinal frame members of straight rolled channel section, with an overall width,



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including tyres, of not more than 6 ft. The engine, clutch and gearbox unit was easily detachable, and so was the radiator block.

The new arrangement required the use of stronger springs, and these were of the solid eye type, specially made by J. Woodhead and Sons, Ltd., Leeds. Rotoflo shock dampers were also fitted to the front and rear suspensions.

These alterations resulted in outstanding service for some years, but there were still difficulties which could not be remedied with normal suspension. By the nature of the work there was a good deal of light and semi-laden running. The variation of weight on the rear axle, from 3 ton 6 cwt. when fully laden to 16 cwt. when light, resulted in a good deal of pitching when running light on rough or hilly roads because of the loss of static deflection. As a result there was considerable damage and increased maintenance.

In order to deal with this problem Mr. Seville decided, first of all, to have a body built suitable for their own special needs before changing the suspension system. The design incorporated an

integral cab, with deep screens and a flat apron front incorporating a detachable panel-like expanded mesh grille in front of the radiator.

Loading is from the sides with three-section sliding doors covering five racks of trays. Movement of either the front or rear sliding section takes the middle panel along with it so that access to any rack is gained by a single movement.

For the all-important task of finding an ideal suspension, Mr. Seville decided to try the Gregoire variable-rate suspension system, as supplied by William E. Carey, Ltd., Manchester. This system overcomes the problem of static deflection by fitting a softer main spring, which allows a larger deflection, and gives a smooth ride in the unladen state.

In order that the maximum load may be carried with a similar smoothness, a coil spring, or springs, known as the corrector, is inserted to supply the additional, or correcting, strength as the load is increased. This gives constant riding conditions throughout the whole loading range.

Other advantages which result from the increased flexibility of the suspension are

the elimination of wheel hop, reduced tyre wear, no damage to the body, and greater stability in cornering.

A prototype set of springs was fitted to one of the vehicles in October, 1956, and Mr. Seville's findings are that it is now at least one gear better on hills and rough roads, particularly during the winter. Tyre life to date is 13,500 miles—a 50 per cent. improvement—and they are still by no means worn out. His expectation is at least a 75 per cent. improvement.

Clutch and gearbox repairs have been cut by 25 per cent. because the wheels are now constantly on the ground, and it is estimated that this also saves one mile to the gallon in fuel.

The company are proud of their reputation of never having let a customer down, despite grave difficulties during mid-winter snowfalls. The new suspension has made a big improvement in starting and stopping on frozen and snowbound roads.

The cost of installation on the rear axle was £39, as compared with £18 12s. for a standard suspension, plus £6 8s. for shock absorbers.

### Bird's Eye View

A MEMBER of the tyre trade was so pleased with last week's second leader attacking the Tyre Manufacturers' Conference that he took the trouble to make a long-distance telephone call of congratulation lasting about 20 minutes. The article had, he said, been received with enthusiasm by others in a similar position to himself.

He now wants *The Commercial Motor* to rally in support of individual tyre makers who are compelled by chassis manufacturers to supply tyres which he believes are too small for the job. Tyre companies were, he claimed, afraid to make a stand against a penny-wise policy by vehicle makers, because they would lose valuable orders. What is the answer to that?

### Inspired Leakage

SPEAKERS at functions of the Road Haulage Association are beginning to quote from the results of a survey of long-distance haulage made by the R.H.A. The findings are not to be published in full, but apparently extracts are to be allowed to leak out.

Even more convincing material will be available when the Minister of Transport publishes the report of the inquiry into road transport movements made last April. This, of course, presupposes that the information will be released before it is out of date.

### Off Target

I AM assured that a report (published elsewhere) that no transport man is included in the short list of candidates for the post of secretary of the Metropolitan and South Eastern Area of the R.H.A., is well wide of the mark. Moreover, there is no mystery in interviewing applicants at headquarters, rather than in the area office. It happens to be more convenient to do so.

### Flu Riddle

SOME employers are aggrieved by the advice given by a doctor in a television interview last week. He apparently recommended those who had influenza to go to bed for a week and not to call the doctor unless their temperatures rose unduly. This advice has been construed as an invitation to employees to take a week off, even if they have recovered after three days.

There is, of course, another small point. How can the sufferer get the necessary medical certificate without calling the doctor,

## Inside Influence

By the  
Hawk

or how can a doctor write a certificate after a patient whom he did not attend has recovered?

### For Services Rendered

THE presentation to Mr. J. H. Male of the insignia of honorary membership in recognition of his services to the Road Haulage Association will be the highlight of the West Midland Area's dinner at Birmingham on April 9. Appropriately, the ceremony will be performed by Mr. R. N. Ingram, the national chairman, also a West Midland Area member.

### £15 Mirror

IS an operator who has been brought before the courts for 59 offences in 12 years entitled to regard himself as being victimized by the police? One who confesses to this record complains indignantly that he has been fined £10, and his driver £5, for using a vehicle with only one mirror, instead of two. Is this a record?



"Look what I've got," says one of the top (hat) men in road passenger transport, Mr. Horace Bottomley, general manager of Ribble Motor Services, Ltd. He is seen outside Buckingham Palace last week showing his C.B.E. to his wife and sister-in-law.

B15

# ROAD HAULAGE TO CANADIAN POLAR COAST



in great waves an acre or more in extent; and in spring when "melt" turns highways into axle-deep "gumbo." Even so, road haulage rates compare favourably with those of air transport, and especially well with the 7s. per lb. for every tin of beans and prefabricated building air-lifted to the secret radar line on Canada's Arctic Coast.

Transport in Canada's Northlands can be divided into thirds. Yukon Territory (flanking the U.S. territory of Alaska) and served by

**R**OAD transport in Canada is entering a phase as dramatic as any in the history of Canadian industrial development—the construction of highways northwards into the desolation of Arctic regions where not so long ago Indian canoe and dog-teams were the sole means for transport.

Recently, I saw Eskimos being trained as truck drivers and in maintenance work. I travelled with tough-looking drivers earning £70 a week, "hauling everything from uranium concentrates to beer," and I saw constant streams of lorries from Macks (60 ft. long with 26 wheels and two gearboxes) to Chevrolets shuttling between mines, crushing mills and wharves, from airport to town centre, and about the multitudinous activities of Arctic communities. And I watched road builders, supported by truck convoys, pushing new highways deeper into the bleak, frozen interior of "the North."

"In two years' time," said the man at the wheel of a Pontiac, "we'll be able to truck freight between Vancouver on the Pacific Coast to the new Arctic oilfields."

## The Riches of the North

What is the reason for this sudden surge of activity in an area of the Canadian Northland which totals nearly half that of the United States, subject to extreme winter cold and with a permanent population numerically much less than the crowd at a First Division football match? In an interview in Ottawa, the Minister of Northern Affairs and Natural Resources, Mr. Alvin Hamilton, stressed to me that the rocklands of the Canadian "North" are minerally among the richest in the world.

The cost of constructing highways into this minerally rich northern wilderness? This is being met from corporation taxes paid by the mining and oil interests who are following the road construction gangs into the Northlands. As heavy transport rumbles southwards with concentrates and oil products, ribs will be driven from the new highways into the minerally rich interior.

Freight costs are as much as six times higher than British rates. Fuel supplies have to be "lifted in" to depots by river barge or on tractor-hauled sledges; so have spares, food and other essentials. Wages run up to £90 a week (all-found) for depot foremen.

Road maintenance is heavy, particularly in winter when ice wells up from the frozen subsoil to pile across highways



# CANADA'S COAST

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*With the Goal of Vast Mineral Wealth in the Far North of Canada, All-season Highways are Being Driven through Some of the Most Hospitable Country in the World*

By

Frank Illingworth

(Right, Upper) A new road through the 20,000-ft. St. Elias Mountains connecting with the Alaska Highway and destined for extension to the oilfields of the Yukon.

(Right) The iron-ore fields of northern Labrador and Quebec cover nearly 1,000 sq. miles. Mines are linked by gravel roads, suitable for transport of the type shown here.

(Left) Much road building is a summer operation. This military road is being constructed jointly by Canadian and American Army Engineers and civilian contractors.

(Below) Uranium City, North Saskatchewan, is supplied regularly by air, but mills, mines and settlements are served by trucks, such as this G.M.C., using a network of new roads.



the Alaska Highway, has relied on road transport and the remarkable freighting of Canadian Pacific Airways and Pacific Western Airlines. The eastern half of Canada's frozen, vast and almost uninhabited North-west Territories relies on sea transport during the short summer and air freighters all the year round. The western part once leant entirely on river transport in summer and aircraft in winter.

Now the road builder and the haulier are coming into their own in broaching the wealth of the North-west Territories—1,300,000 sq. miles of rock, 2,000 miles across and stretching to within 450 miles of the North Pole. Industrial highways across the Canadian Northland are no pipedreams of a newly elected Government. In Yukon Territory I saw highways being driven into remote regions

where winter temperatures drop to 70°F. below zero. I travelled with the convoys of trucks that shuttle along the new 400-mile-long highway that links railhead at Whitehorse with the Mayo base-metal mines, away in the interior of Yukon Territory.

"Not so long ago you reached Mayo by air or dog-team or snow-shoe, or not at all," said Ted Parkinson, formerly a long-distance lorry driver in England. "Now you truck-in."

Five years ago the only way of reaching the Klondike Gold Fields was by C.P.A., by stern-wheeler along the Yukon River, or by overland-trail. Today, convoys of Chevrolet, Mack, Pontiac and Brockway trucks shuttle back and forth between the Klondike and the Alaska Highway,



which links the Canadian Northland with metropolitan Canada, while construction gangs, relying on road vehicles for supplies and equipment, push the "Road to the Klondike" northwards into the sub-Polar wilderness towards the oilfields of the Peel Plateau in Northern Yukon.

The new roads are built across bare rock with the aid of dynamite. The interminable areas of bog are crossed by laying gravel, delivered by lorry, on a foundation of brushwood and birch logs. As this sinks more brushwood is laid, more gravel brought in, the trucks lurching as the "road" sways under the wheels, until a sound surface is achieved.

When completed next year, this new highway will be able to carry 50-ton loads. Nearly 400 miles long, it will cost \$8m. Its terminus will be at Fort McPherson, an Indian settlement sitting like a sullen Polar squaw on the banks of the great Mackenzie river.

"It will not only give access to new sources of oil," said Mr. Hamilton; "it will form an arterial spine from which to drive highways into other minerally rich areas of the Northland."

### Road to Cost \$50m.

The second major highway is to run northwards from Edmonton across rugged minerally rich Northlands, to the oil- and ore-fields flanking the vast expanse of Great Bear Lake on the Polar circle, in the western half of the North-west Territories. Costing \$50m., it will cross the pre-Cambrian shield, one of the world's most heavily mineralized rock formations. On its one side will be ore bodies and on the other oil formations. Here, too, construction costs will be paid for by oil and mining interests that follow the road builders and truck convoys.

"Oil companies now operating in the Northlands will have to spend \$50m. in six years on their leases," Mr. Hamilton told me. "Two good mining camps will produce \$50m. annually in corporation taxes, and if one oil company strikes it rich, it'll pay many times that sum."

Meanwhile, the larger mining localities in the North-west Territories are served by local highway networks. All-weather roads carrying the heaviest truck traffic, they were built by mining and oil interests operating in the Far North.

Mineral concentrates are transported "outside"—as the hauliers in the Northlands call the rest of the world—by river barge in summer, being stockpiled in winter in readiness for the spring thaw. In the case of the Labrador iron fields, they are carried by the newly constructed railway to deep water on the St. Lawrence River.

"Local" highway systems, some of them serving mines and mills over an area of a 1,000 sq. miles and more, are used to haul ore between mines and mills, and concentrates from the mills to lakeside and riverside wharves or railway

sidings. At Uranium City (northern Saskatchewan), for example, one sees heavy trucks with laden weights of 50 tons, rolling between mines and mills and wharves.

Yellowknife, the gold-mining town on Great Slave Lake, in the North-west Territories, centre of general mining and oil-exploration activities, is served by an extensive road network linking mines, outlying mining camps, the wharves on the shores of Great Slave, the airfield and so on. These highways are used by heavy lorries, the half-tracks and cars of Northern Affairs officials and mining personnel, as well as private cars and the largest fleet of radio taxis (per capita of the population) in Canada.

Likewise, the major mining locality at Pine Point, in "wilderness territory" on the river and lake routes to the outside, and Eldorado Uranium on Great Bear Lake in the Arctic, have their own "local" road networks which remain open even in the worst Arctic weather. Traffic at such settlements as the Eskimo-Indian village of Aklavik ranges from the decrepit Hillman owned by an Eskimo to the crawler tractor outfits that deliver, in lurching gait, 500 tons and more of supplies to military sites.

A tractor sledge-train of supplies was recently driven from Central Alaska across unmapped Arctic solitudes to Aklavik, blazing, in local vernacular, a "winter trail." It might be noted that several of the major roads that span the Canadian "North" were "winter roads" only 10 years ago.

The new highway from Edmonton to the Arctic now under construction will link existing winter trails and the many "local" roads into one all-weather highway nearly 1,400 miles long.

### "Winter Trails"

It may be some years before heavy transport travels along the "winter trails" that serve the growing iron-ore and nickel-mining settlements flanking Hudson Bay. But already local roads are coming into operation there, and the Canadian Department of Transport's plans include one to build a road from the settlements across the minerally rich Barren Lands to Yellowknife.

Operators in Britain who contemplate the chaos caused by blizzards here will wonder if, indeed, it is practicable to rely on road transport to broach the mineral wealth of the Canadian "North." The answer is in the words of a Mack driver, one of the score or so with whom I spent two months driving in the Canadian Northlands.

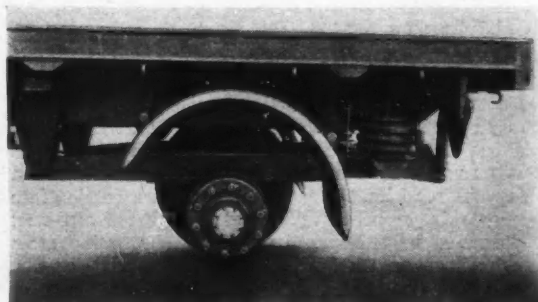
"It's sure cold up here in winter. Frost seizes-up working parts. Oil and gas turns sour on you. Ice comes up through sound road surfaces, bringing transport to a halt until the maintenance guys come up with dynamite and scrapers and fire. It's dark most of the winter, too. But the trucks get through O.K. And there's no dust like in summer."

### New Dyson Air Suspension

**A**N air-suspension layout for single-axle semi-trailers is now being produced by R. A. Dyson and Co., Ltd., Grafton Street, Liverpool. They can now offer air springing for single- and tandem-axle semi-trailers and four-wheeled trailers. The new design employs two trailing arms joined at their rear ends by a cross-member with the axle mounted in the middle. At the outer ends of the cross-member, two Dunlop three-convolution air springs abut at the top on the lower flanges of the chassis frame. The springs are in line with the wheels, giving a wide spring-base. Dunlop delay-type levelling valves and twin hydraulic shock absorbers are employed.

To allow for movement on one wheel relative to the other, the trailing arms, which are rigidly attached to the axle, are of top-hat section. This permits them to twist during such movements. A Panhard rod locates the axle laterally.

B18



Air suspension for a Dyson single-axle semi-trailer.



## New Equipment and Publications

# Cold Containers

TWO refrigeration conservators for ice-cream vehicles and mobile shops are now being produced by Smith's Delivery Vehicles, Ltd., Gateshead-on-Tyne, 11. The Freezwell is designed for 12 cu. ft. of ice-cream, and is plugged into the mains at night to charge the Winget Dole hold-over plate, filled with  $-5^{\circ}$  F. eutectic solution. The Sternette compressor is enclosed in a plastics cover on the top of the unit that may be removed at night to provide better ventilation for the compressor. A similar conservator for use with loose eutectic inserts is the Frostwell; this is priced at £84. The Freezwell is £169.

For the vending of meat and dairy produce, the company offer the Carrifreeze, which requires only 4 sq. ft. of floor space. Eight food trays are supplied with each cabinet and the method of operating is similar to that of the ice-cream conservators. The price of the Carrifreeze is £164 15s.

## Testing Springs

CAPABLE of testing coil springs up to 4 in. long and having a load capacity of 350 lb., the Warren and Brown hydraulic spring tester is being sold in this country by Repco, Ltd., 59 St. James's Street, London, W.1. The scales are calibrated in British and metric divisions. There is an adjustable stop so that identical springs can be tested.

The product is mainly intended for the quick checking of valve, clutch and fuel-injection-pump springs. Its cost is approximately £21, and it may be adapted for pneumatic instead of manual actuation.

The Warren and Brown division of Repco, Ltd., are manufacturers of a wide range of hand- and machine-tools, including valve refacers, tension wrenches and reamers.

## Battery Conversion

FRAMES which allow a choice of battery to be fitted to certain vehicles are being offered by Smallbone and Son Service Station, Ltd., 116 Raddlebarn Road, Birmingham, 29. That suitable for the Austin A35 has a strip provided with an elongated slot at each end. The slots give clearance for  $\frac{1}{4}$  U.N.F. bolts and bearing surfaces for the washers. The conversion allows either the normal low or tall 7-plate battery to be fitted in addition to either low or tall 9-plate batteries of any make. The kits retail at 10s. each.

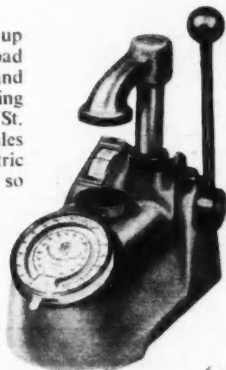
## C.D. Products

THE latest catalogue issued by the Clayton Dewandre Co., Ltd., P.O. Box No. 9, Lincoln, describes their range of braking equipment (including exhaust brakes), air-suspension systems, steering-servo gear, automatic chassis lubricators and heaters.

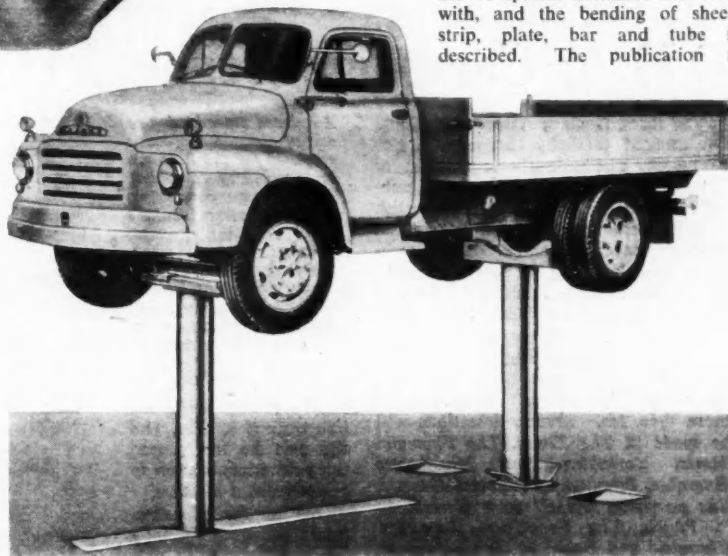
## Which Lubricant ?

GUIDANCE to the correct type of grease to use for any application, details of the characteristics of the range of greases which they produce, and other information on lubrication are contained in a 20-page booklet entitled "Lubrica-

(Right) A Smallbone battery conversion attachment installed under the bonnet of an A35. It allows the use of low or tall 7- and 9-plate batteries.



(Left) The W. and B. hydraulic spring tester costs approximately £21 and can check components up to 4 in. long. (Below) Vehicles of different wheelbase length can be raised by their axles on the adjustable hoist offered by Bellanger Bros.



tion by Grease," produced by Germ Lubricants, Ltd., Manchester.

## Danish Hoist

TWO twin-post hoists of the type which support vehicles by their axles are being offered in this country by Bellanger Bros. (London), Ltd., 306 Holloway Road, London, N.7. A 6-ton unit costs £485 and a 10-ton £595. They are of Danish manufacture. When installed, one of the posts is movable so that vehicles of different wheelbases can be accommo-

dated, the range for the 6-ton hoist being 7-15 ft. and for the 10-ton, 9 ft. 1 in.-17 ft. 1 in. The posts are hydraulically elevated at a pressure of 110-140 p.s.i.

## Bending Aluminium

WELL-ILLUSTRATED, "Bending Aluminium" is the latest publication of the Aluminium Development Association, 33 Grosvenor Street, London, W.1. Techniques ranging from those which can be performed with simple equipment to those involving the use of special machines are dealt with, and the bending of sheet, strip, plate, bar and tube is described. The publication is

for apprentices as well as engineering executives and operatives.

## Plastics Filler

A FILLING material for bodywork that hardens by chemical action within 20-30 min. has been produced by the Automobile Plastics Co., Ltd., 62-64 High Street, Barnet, Herts.

Known as Autoplax, the material is prepared by the user by mixing powder and liquid to a putty-like consistency. The surface to be treated should be

thoroughly cleaned with emery cloth and the filler applied with a putty-knife. After setting, Autoplax can be sanded or filed before two coats of cellulose primer and the final finish are applied.

Autoplax is supplied in four kits, priced at 18s. 6d. (4 oz. liquid, 8 oz. powder), £1 14s. 6d., £2 19s. 6d. and £6 19s. 6d.

### Lift Tongs

**L**IFT-TONG attachments for the Allis-Chalmers HD-11G and HD-16G crawler tractor shovels are described in leaflets issued by Mackay Industrial Equipment, Ltd., Faggs Road, Feltham, Middx. The attachment for the HD-11G has a recommended working capacity of 3½ short tons. The stacking height under the lower forks is 11 ft. 3 in. Comparable figures for the HD-16G are 6 short tons and 9 ft. 10 in. The designs are intended for the handling of timber and possibly large cylindrical objects.

### Workshop Light

**A** FREE-STANDING inspection light produced by Herbert Terry and Sons, Ltd., Redditch, for workshop use incorporates the principle used in their reading lamps for many years to provide a wide range of adjustment.

Known as the Anglepoise garage lamp, it is mounted on a platform fitted with four castors. A tubular pillar carries a sliding collar to which the spring-loaded parallel-ruler type lamp suspension is



The Terry Anglepoise garage lamp is mounted on four wheels and costs £10 10s.

attached. The sliding collar provides for approximate vertical adjustment whilst the other linkage allows precise positioning.

Enclosed in a solid reflector, the lamp

bulb is protected from accidental damage by a metal grid. The Anglepoise costs £10 10s.

### Synthetic Fibre

**T**EFLON is a synthetic fibre developed by Du Pont Nemours and Co., Inc., Wilmington, Delaware, U.S.A., with many claimed potentialities in vehicle engineering. It is being used widely in such applications as pump packings, gaskets and filters, and is said to have special possibilities for use in non-lubricated bearings and seals. The company have issued a booklet describing the properties of the material, which include zero moisture absorption and resistance to heat degradation.

### Seats Described

**S**EATS, tilt covers and luggage racks for various types of vehicle are described in a catalogue issued by Restall Bros., Ltd., 31 Floodgate Street, Birmingham, 5. Typical prices are as follows:—passenger seat for A35 van trimmed with Vynide, £9; two-passenger front bench seat for Bedford 10-12-cwt. van, £12 5s.; three-passenger rear bench seat for Thames 10-12-cwt. van, £22 10s.

The company also make engine covers for different vehicles, that for the Morris Minivan costing £3 15s. A roof rack for this model, measuring 6 ft. long, is £10. These prices are retail.

## R.H.A. Campaign Begins

**T**HE Road Haulage Association's long-awaited publicity campaign begins next week. The basic scheme provides for 221 substantial advertisements to be published in national, provincial and Scottish morning newspapers, general weekly and monthly magazines, and trade and technical journals during the next 12 months. This period could be reduced if a General Election became imminent, thus giving more concentrated coverage.

Excluding the trade and technical publications, the journals selected have a combined high-quality circulation of more than 1m. Seventy insertions will be made in *The Times*, *The Financial Times*, *Yorkshire Post*, *Manchester Guardian*, *Birmingham Post and Gazette*, *The Scotsman* and *Glasgow Herald*; 49 in *Punch*, *The Economist*, *Investors' Chronicle* and *Board of Trade Journal*, and 12 in *The Times Monthly Review of Industry*, at a total cost of £27,272. In addition, there will be 90 advertisements in trade and technical organs at a cost of £4,500.

So far about £57,000 is available for the campaign, including £20,000 from headquarters funds. Subscriptions have failed to total even half the target figure of £120,000. The amount in hand, however, well covers the expected cost of £40,000 of the basic campaign.

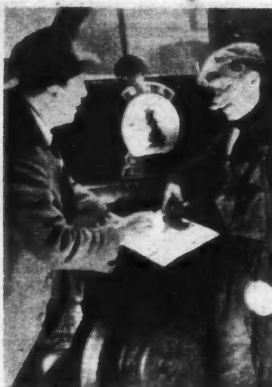
Six different advertisements have been prepared. They all stress the flexible, per-

*A reduced reproduction of one of six advertisements prepared for the R.H.A.'s basic publicity campaign. The message emphasizes the independent haulier's rapid decisions, prompt, personal service and attention to detail. "And with really competitive service he has held haulage prices down since de-nationalisation," it concludes.*

sonal service given by the independent haulier, and the part he has played since denationalization in holding down rates.

One of the advertisements has been specially designed for use in provincial newspapers in composite features to be supported by advertising by individual hauliers.

The campaign provides also for first and second supplementary drives, making use of other newspapers and magazines. The cost of the first supplementary campaign, to be spread over 10 months, would be £23,965, and of the second drive, to be spread over seven months, £16,958.



**'And was he glad to see me!'**

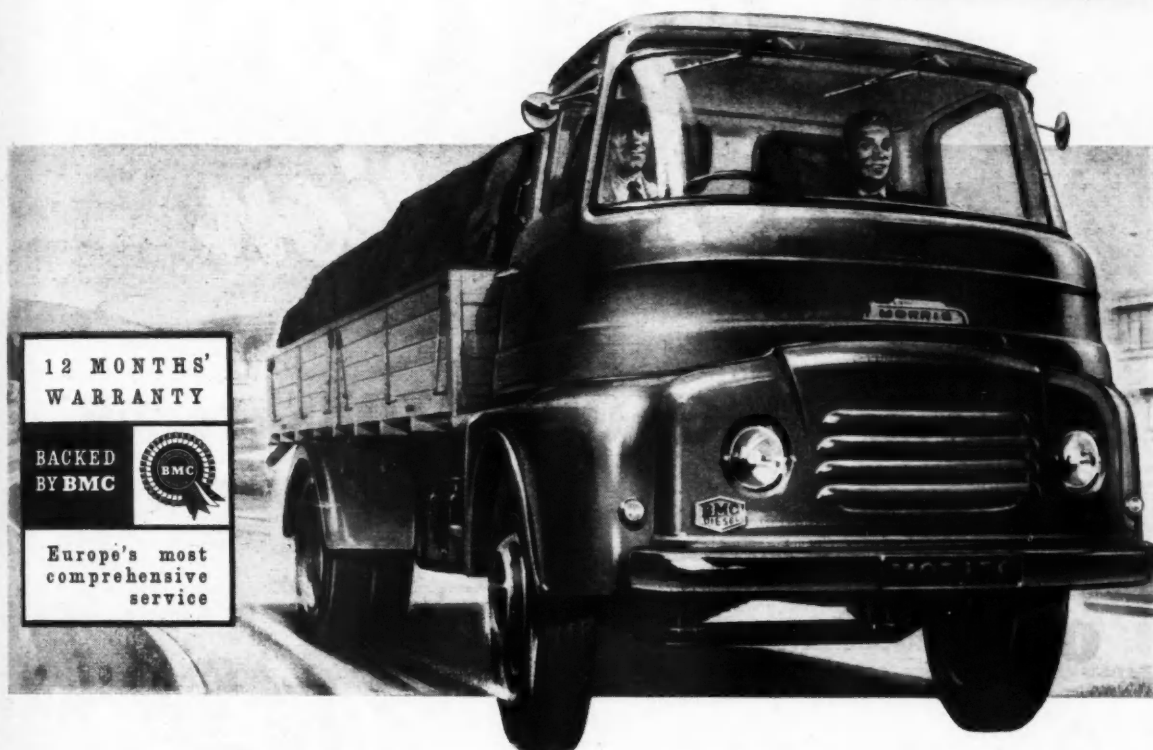
Many people are glad to see me! The Road Haulage Association's publicity campaign is now under way. It is a campaign to help you, the independent haulier, to get the most out of your business. It is a campaign to help you to get the most out of your business. It is a campaign to help you to get the most out of your business.



The Free Enterprise Haulier puts you first

Other forms of public relations are also being used. Television advertising is not to be employed. Apart from the high cost of this medium, advertisements with a political background are forbidden.

# MORRIS WINS ON PRICE



12 MONTHS'  
WARRANTY

BACKED  
BY BMC



Europe's most  
comprehensive  
service

## -and now the 5-tonner with a **NEW CAB**

Greatest 5-tonner on the road today! Forward control. Wrap-round toughened glass windscreen. Twin-blade, self-parking electric wipers. Cab sealed against dust and draught. Friction-controlled ventilating louvres. Push-button exterior handles. Foam rubber cushions to seats. Driver's seat adjustable vertically, also fore and aft. Switches grouped accessibly beneath fascia. And many other safety/comfort features!

you're loads better off with

# MORRIS

commercial vehicles

Morris 5-tonner with forward control £969 plus  
£170.15.7 purchase tax  
(Diesel: £1,213 plus  
£231.10.3 purchase tax)  
also available with normal  
control, petrol or diesel  
engines.

MORRIS COMMERCIAL CARS LTD., ADDERLEY PARK, BIRMINGHAM 8  
Overseas Business: Nuffield Exports Ltd., Oxford and 41-46 Piccadilly, W.1.

Ⓜ MC 29

B21

# Firestone All-Traction

is saving **TRUCK OPERATORS** money

*Here's why -*

- 1 DUAL PURPOSE ON-AND-OFF-THE-ROAD**  
Combines long, smooth wear on metalled surfaces with extra traction and pulling power on unmade roads.
- 2 INCREASED DEPTH OF TREAD**  
New, long-wearing, cut-resisting tread rubber gives longer non-skid mileage.
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Give added stability *on* the road, dig in and take hold for extra traction *off* the road.
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Assure safe, positive stopping power and longer even wear. New tapered grooves in tread reduce stone trapping.
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Opinions and Queries

# New Outlook on Coach Design

I SUPPOSE that all of us, big or small, are interested in each other's ideas and views where they concern road transport, and all are striving to "improve the breed" for the general benefit. With this in mind I venture to write you with my idea for an entirely new principle for coaches.

I have in mind an integral and rigid lightweight metal body similar to a section of aircraft fuselage, with sealed windows and ventilated mechanically. In the four positions best suited for suspension would be four built-in cylinders extending vertically from the floor line to the roof quarter lights. These would receive pistons or rams and form the legs to which the wheel assemblies would be attached, the suspension being maintained by springs and compressed air. All this is similar to an aircraft.

Attached to the base of each leg would be the carrier, which would resemble a fork except that on the inward side there would be a saddle. The wheel assemblies would each comprise an electric motor with built-in two-speed epicyclic gear. The driving shaft would extend to carry a face plate to which would be attached the road wheel in the usual way, except that the bolts would extend a little farther to carry a brake disc. The saddle already mentioned would bolt to the motor, whilst the fork would carry a bearing to support the outer end of the driving shaft. This fork would also carry the hydraulic brake gear.

So far, we have a body mounted on motorized wheels and suspended on compressed-air legs. The steering for this arrangement could be orthodox, except that all four wheels could be arranged to steer both through a small radius and for moving bodily sideways diagonally.

As to supplying power I envisage an air-cooled engine (I have in mind such a type as that on the commercial Volkswagen) direct coupled to a D.C. generator. This plant would be mounted on a two-wheeled trailer and drawn behind the coach. The engine would run at constant speed, generating, say, about 180 volts at 40 amps.

This current would be fed direct to charge 12 12-volt batteries connected in series. The batteries would be carried on shelves underneath the coach floor and arranged six on each side, in line and utilizing as much length as possible within the wheelbase to distribute the weight so that the lightweight body would not require special stiffening.

The wheel motors would draw their power from these batteries through a foot-operated controller. The controller itself being underneath the floor in a midway position. The two-speed epicyclic gear incorporated in each motor could probably be controlled manually when starting and automatically when running.

As the body would be roughly sealed, mainly for cheapness and weight, warm air could be bled from the air-cooled engine cowl in cold weather.

As a basis of calculation, although I must add that I am no mathematician, I think such a vehicle with a body 22 ft. in length; giving seating for 28-30 passengers, and a wheelbase of 13 ft., would operate satisfactorily if each electric motor was 3-h.p., continuous rating, shunt wound. I believe that a top speed on the level of 45 m.p.h. would be possible.

I was prompted to consider such a vehicle because, it seemed to me that coaches show such a disproportionate weight of chassis and body to actual weight carried, and while we have to stick to what amounts to a commercial type chassis with a body built on it, this state of affairs will never really improve.

In the case of coaches, minor troubles which could, in other vehicles, normally be overlooked until some convenient time such as week-ends, must be attended to at once and in consequence, if the operator is at all conscious of his duty to the public for their maximum safety, the vehicle is taken off the road.

I need not go into the details of all this and the time involved except to say that it can be a real headache, and so I started listing, what, in my opinion, would be the most desirable features for a coach. These are as follows.—Reduction of running costs, maintenance costs, and number of parts; elimination of twin wheels at the rear; lower transmission losses; four-wheel drive; four-wheel steering at will; ability to move vehicle diagonally; constant engine speed; improved and variable suspension; temporary mobility without engine; better braking power; unit overhaul without vehicle being laid up; less noise and greater accessibility.

If such a vehicle as I have outlined were practicable then the features listed above would be realised. Better braking would result not only from the reduced overall weight and the use of discs, but also from the fact that electrical regenerative braking should be possible.

With regard to the general figures mentioned for power, I would add that these are based on an overall weight, with 28 passengers, of 4 tons; reduction ratios of 5 to 1 and 8 to 1, and 32 by 6 tyres. The constant charge rate of 40 amps. and the maximum discharge of 60 amps. at full power demand against zero demand at "coasting," are pure guesswork but appear to me, from ordinary motor experience, to be well on the safe side.

Jersey, C.I.

S. G. LE MAY.

## Sir Walter Hannay Replies to "Vapour Trails"

YOUR excellent leading article of February 20 criticizing mine on "Air Pollution by Diesel Fumes" in the January 30 issue of the *Petroleum Times* cannot fail to convey to your readers, who may not have read my article, that such fumes are not a health hazard.

It is, however, common knowledge that concentrated smoke can cause death by smothering and it follows, therefore, that lesser concentrations of such fumes must be harmful to health. In fact, soot has long been recognized as a major factor in the causation of chronic bronchitis and its allied respiratory diseases.

The annual loss of some 30 million working days in this country from air pollution and the increase in respiratory diseases, with the death of about 30,000 from bronchitis last year, rather than the causation of lung cancer was the theme of my article.

The claim that it is less injurious to health to breathe the diesel-fume-polluted atmosphere of a London bus garage than to sit on the roof of that same garage is based on an analysis of the chemical constituents of such air, and totally disregards the physical properties of the carbon and oil globules present in diesel fumes.

In order to prove the injurious effects on health from diesel fumes, I have invited the Minister of Health, and any scientific gentlemen he may select, to meet me any evening at 6 o'clock in the centre of the Rotherhithe or Blackwall Tunnel to enjoy the salubrious (*sic*) atmosphere of concentrated acrimonious diesel fumes. May I, also, invite you to join this party?

London, W.I.

W. FERGUSSON HANNAY.

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Y





Astons have a large warehouse at Wrexham to which proprietary furniture is delivered, and every week a retail branch sends a vehicle to collect stock. This Thames is seen being loaded with kitchen furniture. On other days, branch vehicles are employed to distribute to retail customers. The company also have their own factory.

*Distributing From Two Central Premises and 26 Branches, and Performing Removals, Welsh Border Operators inter-work Vehicles to Reduce Empty Running: Strongly Built Vans Needed to Withstand Rough Country Roads*

## FURNITURE FLEET ACHIEVES

**A**S furniture manufacturers, retailers with 26 branches mainly in Wales and the Border counties, and removers, S. Aston and Sons, Ltd., Regent Street, Wrexham, are able to achieve a high degree of efficiency in the operation of their vehicles, and at the most only one mile in five is run empty.

The major part of the fleet comprises 33 Guy Wolf 2-3-ton vans, just over half of which have Perkins P4 power units. During the past few years it has been the policy to adopt oil engines. There is also a small number of Bedford petrol and Thames 4D vehicles.

### Varying Demands

All these vans are C-licensed. Three are based at the company's factory at Johnstown, five miles from Wrexham, and deliver output to branches. Normally at any time, two are out on the road and the third is being loaded, and each vehicle covers up to 700 miles a week. But deliveries vary according to demands, and sometimes when only part loads are forthcoming two consignments are placed on one vehicle to save using two.

At Wrexham there is, besides the main shop, a central receiving warehouse to which proprietary makes of furniture and household goods are brought. Thirty Wolfs are based at branches in ones or twos, and every

week a retail shop sends a vehicle to Wrexham for the replenishment of stock. (Some products, such as mattresses, however, may be delivered direct to shops by manufacturers.)

Principal work of branch vehicles is the delivery to customers of purchased goods. The radius within which this is done varies according to the area in which branches are situated. The hinterland of the Bangor branch, for example, is sparsely populated and the vehicle working from there covers 1,500 miles a month, whilst those based in the industrial towns of Warrington and Northwich run only two-thirds this distance.

Now in their 75th year, Aston's have opened about six new branches since

the war. Part of their success lies in being able to give definite times to customers, so that they can arrange to be home when a van calls. Top management is rightly insistent that the company should be above reproach in this respect, although some difficulties arise in these days when many women go out to work.

In the case of the Wrexham vans, an area within 20 miles is divided into an inner town zone, which is served on Tuesdays and Saturdays, and an outer zone split into districts in which vehicles deliver also on specified days.

So far as the C-licence section of the fleet is concerned, there are thus three distinct functions, but to achieve efficiency a great deal of inter-working is



*In addition to pantechnicons, the company run a few Bedford and Thames light vans for use by carpet fitters. This Thames model would appear to be fully loaded.*

*Guy models make up the majority of the fleet, being first tried at a time when less expensive types were hard to obtain. Subsequent operational experience indicated that good economy could be achieved by standardization on this make, and later came a conversion from petrol to oil engines. Note absence of rear well on Wolf depicted here.*

arranged by Mr. Ken Williams, transport manager, so that the actual picture of operations done on any one day may not appear as clear-cut as the description given.

To achieve full loading, a factory van may pick up a small lot from the warehouse, or a branch van may collect a consignment from the factory. Occasionally it might be necessary for a Wrexham vehicle normally engaged upon deliveries to customers to supply a branch.

Broadly, inter-working is done on a directional basis. The vans perform



## HIGH LOADING FACTOR By Alan Smith, F.R.S.A.

their primary functions but take on extraordinary loads if they are heading in the right direction and have the space for them. Arranging this is the largest part of many a transport manager's day-to-day job, and Mr. Williams is no exception.

When transport capacity is stretched, he can call upon four vehicles kept at Wrexham. These are vans of pensionable age, seven or eight years old, and are useful also for replacing vehicles undergoing maintenance.

Removal operations of five B-licence Guy Otter 4-5-tonners, also knit into the work of the C-licence section of the fleet. These vehicles are based at Wrexham and for about 80 per cent. of their time are engaged upon removals, during the rest they perform ancillary duties.

### Recommendation Business

Eight out of 10 removals arise from recommendations, and most work originates within 20 miles, although there have been instances when affluent people, having been removed by the concern to a distant place, have called upon Aston's to undertake a further removal for them.

Unlike the position in certain other areas, there is little short-distance or part-load traffic, but a characteristic not easily explained is that 70 per cent. of loads go to the south, chiefly the Sussex coast, and only 30 per cent. to the north. There might be any number of people removing to Brighton in a year, but only a few to Manchester.

When part-loads are offered, they are normally sub-contracted by means

of notifications circulated among fellow members of the National Association of Furniture Warehousemen and Removers, or to operators with whom friendly relations are maintained. Return loads for the company's own vehicles are often obtained in a similar way.

Removals are curtailed in October. This is when Aston's have their sale and plenty of work can be found for the Otters in retail delivery. Only rarely does outside haulage have to be hired. The 4-5-tonners each average 25,000 miles a year.

### Maintenance Visits

The remainder of the fleet comprises two Bedfords and two Thames light vans for use by carpet fitters. Monthly servicing and inspection of vehicles is performed at Wrexham. When branch vans come in for attention, it coincides with the normal weekly collection call upon the warehouse.

Sternol engine and transmission oils are changed at 5,000-mile intervals. Tyre supply and service are given by Wilson's Tyre Depot, Ltd., Wrexham. It is not normal practice to have retreads.

Vehicle tyre records form a part of Aston's costing system, which is in three sections. Licences and insurances stand as one section, as do wages. In the third division are fuel, oil, spares, tyres and maintenance labour charges. Running costs, as represented by each vehicle's total in the third section, can thus be appraised at once upon examination.

There is a six-monthly analysis of

costs for the purposes of internal charging and assessments of the fleet's economy. These have upheld the decision taken soon after the war to purchase Guy models, which are more expensive than the type upon which the company standardized before. The first Guys were obtained largely because the delivery period for them was short, whereas that for the other make, a popular chassis, was not.

### Higher Price Offset

Quickly the early Guys showed themselves better suited to Aston's work, which often involves the negotiation of rough surfaces in country districts, because of their strong construction. After a period the higher initial price was found to be offset by lower repair costs, whilst petrol consumption did not begin to deteriorate so soon.

Guy chassis are supplied through Camps, Ltd., Wrexham, and the Rhostyllen Motor Co., Rhostyllen, the local Guy agents, who provide a good spares service and undertake major repairs for Aston's. Since oil-engined models have been delivered, a further saving has resulted.

The average fuel-consumption rate for the Otter P6 vans is 17 m.p.g. and the Wolfs 19-20 m.p.g., although there can be a 20 per cent. difference between a vehicle covering relatively flat territory and another operating in the Welsh mountains.

Bodywork of these vehicles is substantially built by Messrs. John Crump, Gresford, Wrexham. Framing is in



timber with integral cabs and aluminium panelling of generous gauge to provide against striking overhanging branches in country lanes, a prevalent source of likely damage.

At the rear there is no well, as it is desirable for the tail to be kept clear of the ground. The tailboard forms a loading platform when dropped, and the door is hinged open from the top to make a protective canopy. A recent experiment is the use of one-piece

translucent roofs or clear Perspex roof panels. In the cab two loaders may sit beside the driver.

Mr. Williams rates the chief qualifications of a good driver as driving ability, knowledge of routes, personality and skill in handling furniture—not necessarily in that order. He considers himself fortunate in having a staff three-quarters composed of long-service employees. Men can gain initial experience in the proper hand-

ling of furniture by working in the warehouse.

Although accidents are rare, it has been found prudent to provide drivers with accident-report forms which they may carry with them, and complete with all the information required for the settlement of any claim should a mishap occur. Use of this form has sometimes avoided much protraction of negotiations and has possibly contributed to keeping premiums low.

## New Rail Debts Bring U.T.A. £61,330 Loss

A NET loss of £61,330 was incurred in the year ended September 30 last by the Ulster Transport Authority. This was brought about, according to the Authority's annual report, because they were compelled to take over the Northern Ireland portion of the Great Northern Railway Board's undertaking, with a heavy load of debt and interest charges. In the previous year U.T.A. made a net surplus of £93,772. They now have an accumulated deficiency of £2,46m.

The trading loss on the railways rose by £121,366 to £215,229. The road passenger services recorded a trading profit of £235,519 (£10,507 less than in the previous year) and the road freight services a trading balance of £40,516, which was £31,189 less than in the year 1956-57.

U.T.A. draw attention to strong competition from private cars and motorcycles, television and privately owned goods vehicles. Since 1956, the number of lorries and vans in Ulster has increased by 6½ per cent. Reference is also made to "the expanding activities of illegal operators."

The buses travelled 28m. miles (a reduction of 1 per cent.) and carried 84.5m. passengers, a decline of 4 per cent. The policy of converting single-deckers into double-deckers has continued and is

being extended. Seventy-eight single-deck 34-seaters were converted into 60-seat double-deckers.

Mileage covered by the Authority's lorries rose by 6½ per cent. to 12m. Tonnage of merchandise carried increased by 1½ per cent. to 1.3m., but the number of livestock hauled decreased by 2½ per cent. to 932,814. On road and rail combined, freight traffic dropped by 3 per cent. and livestock business by 2½ per cent.

There was again a substantial increase in the number of trailers and containers handled by U.T.A.: at Larne and Belfast in connection with the ferry service to Great Britain. Trailer traffic rose by 18½ per cent. and container traffic by

15 per cent. The growing use of pallets on the ferry has demanded the introduction of another 8-ton and 50 more 10-ton semi-trailers.

U.T.A. say that unless they are relieved of financial burdens in connection with the G.N.R. they cannot fulfil the duty laid upon them by the Transport Act (N.I.), 1958.

Steps which will be necessary to ensure maximum economy "may not be altogether popular with the public and possibly quite the reverse so far as the staff are concerned. If the duty which the Authority has now to carry out is to be accomplished at all, there is no doubt that many unpalatable decisions will have to be taken, and the public, as well as the staff of the Authority will have to face them."

## Works Services Not Always Possible

ALTHOUGH the public naturally prefer to have express bus services direct from their homes to places of employment, this cannot always be arranged. Mr. F. Williamson, chairman of the North Western Traffic Commissioners, pointed this out at Manchester, last week, when decision was reserved on an application by Mr. J. Williams, Manchester (*The Commercial Motor*, January 23).

Mr. Williams had previously asked for a short-term licence to carry employees from Wigan to the Hindsford factory of Ward and Goldstone, Ltd., but at last week's hearing a substantive application was put forward.

For Lancashire United Transport, Ltd., Mr. T. Boardman, a traffic assistant, outlined L.U.T. Services between Wigan and Hindsford. He said that Mr. Williams had operated illegally in the past with the result that L.U.T. traffic had fallen. Mr. Boardman admitted that in bad weather buses were sometimes late and passengers had to stand, but contended that this was not serious.

A company inspector, Mr. F. Wilson, said he had often asked people if they were satisfied with L.U.T. services and had always been told that there were no complaints.

Mr. W. Blackhurst, for L.U.T., submitted that no allegation against the company had been substantiated. It was strange, he added, that Mr. Williams should not know that a licence was needed for a new service when he had himself been a bus driver. It would be wrong to grant facilities to a man who had blatantly broken the law and abstracted traffic from L.U.T.

Mr. D. Godfrey Nowell, for Mr. Williams, said the irregularities had been committed in good faith, so the case should be considered on its merits. To get a better service workers at the factory had approached their employers, L.U.T., and their local M.P. They could have done nothing more.

## "Employers Must Check Rest Periods"

SEARCHING inquiries should be made by people who employ drivers to ensure that the men do not do anything in their rest periods which could be construed as driving. This was submitted by Mr. M. T. A. Matthews, on behalf of the West Midland Traffic Commissioners, when he prosecuted a coach company and one of its drivers at Bilston, last week.

The company, Hazeldine Hire Services, Walsall Street, Bilston, denied allowing Douglas Geoffrey Lloyd to drive without 10 consecutive hours' rest on June 14 and 28, 1958. A similar summons in respect of June 22 was admitted.

Lloyd admitted not having 10 hours' rest on June 16, 22 and 28, but pleaded not guilty to a charge concerning June 14.

Mr. Matthews said that during the night of June 13 and into the morning of June 14, Lloyd was loading parcels at British Road Services' Willenhall depot. Then he drove a Hazeldine coach during

June 14. The work for B.R.S. had to be counted as driving time because he was doing work in connection with a vehicle or its load.

On June 28, Lloyd had actually been driving a B.R.S. vehicle before reporting for work with the coach company. It was the prosecution's contention that an employer should make definite and searching inquiries to find out whether work which an employee was doing counted as driving.

Mr. Joseph Wilfred Hazeldine said in evidence that he did not know Lloyd had been driving before going out in a coach. On the company's behalf, Mr. N. C. Carless submitted that loading and unloading lorries could not be called actual driving time. It should not be an employer's duty to see that drivers spent their rest time resting.

The Birmingham Stipendiary, Mr. Kenneth Wood, reserved his decision.



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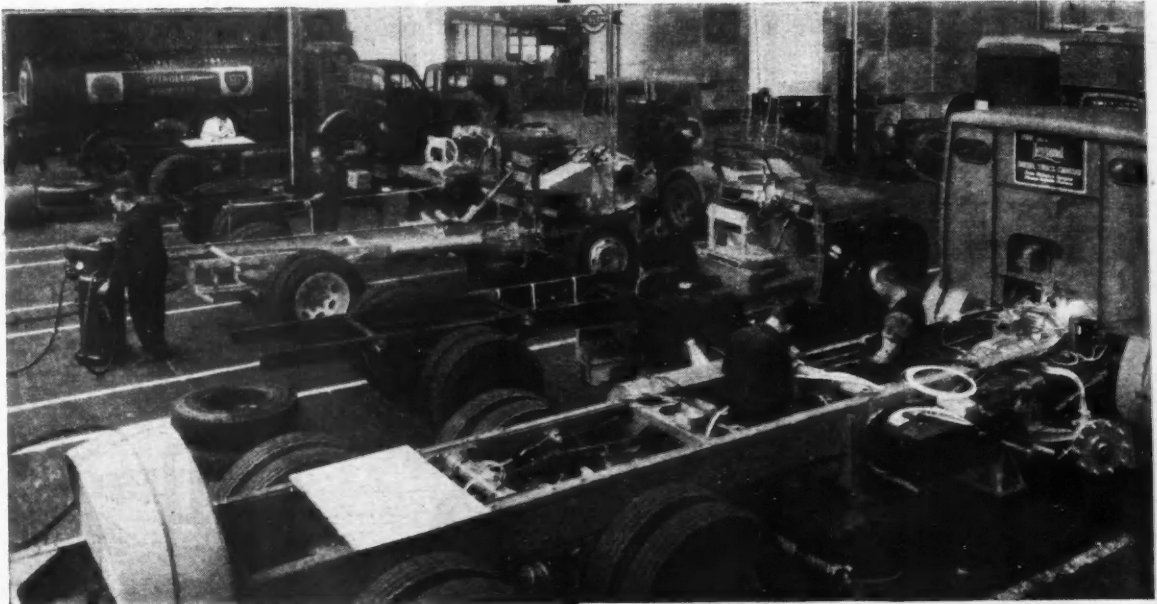
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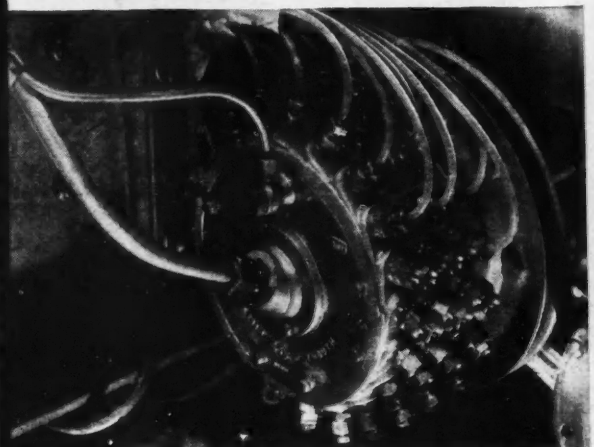
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**Political Commentary****By JANUS**

# The Mote and the Beam

**A**T this time hauliers want all the praise they can get and as little criticism as possible. It is regrettable that an unjustified slur is cast upon them merely because of the form in which the Minister of Labour's National Joint Advisory Council have chosen to present their report on "Practices impeding the full and efficient use of manpower." Either the task of dealing with so wide a subject was hopeless from the outset, or the council set about it in the wrong way.

They tried to cover the whole range of industry at once. Their inquiry began with a request from the Minister in April, 1956, and by the time they were preparing their report a little over two years later they had received information about 112 industries. Reading between the lines of the report, one may suspect that much of the information was meagre and one-sided.

The council divided the replies they had received into three categories. There were industries claiming to have no problems in the way of the effective use of manpower; industries with machinery in existence or projected for dealing with problems; and industries that needed more time and in some cases had been unable to undertake a joint examination. An appendix gives the names in each category, but there is no list of the industries that are presumably most at fault in that they have given no proper reply to the council's request for information.

By a process not fully explained, the council selected six organizations, including the Road Haulage Association, and made them into the third category of industries that have failed to get to grips with their restrictive practices. Road haulage is included because of the difficulties that have prevented the full implementation of the increase from 20 m.p.h. to 30 m.p.h. in the speed limit.

## A State of Chassis

To add to the confusion, British Road Services, who are in, perhaps, an even worse predicament than the independent hauliers, are placed in the second category. This could be taken to mean that the council believe that the machinery that deals with labour problems in the nationalized transport organization is superior to the statutory Road Haulage Wages Council and the National Joint Industrial Council. It is more probable that the council, as a body, are unaware of what machinery exists, although individuals on the council, such as Mr. Frank Cousins, of the Transport and General Workers' Union, and Sir John Benstead, of the British Transport Commission, must know the position.

The composition of the council makes them unsuitable for the task they were set. They represent so many interests that no positive statement could be expected. The categories into which they divide industries are unreal, and the report stops just short of being meaningless. It begins with a reference to the Restrictive Trades Practices Act, which introduced legislation to deal with practices operated by manufacturers and trade associations. The council, however, are far from accepting that their own task is to deal with the restrictive practices instigated, sanctioned or tolerated by the trade unions. Instead, they maintain that these practices should not be dealt with by legislation, but by "joint consideration by industry itself." This presumably absolves the council from having to make judgments about any of the practices, or even from condemning them except in extremely vague terms.

A more rewarding approach would have been for the

council to have investigated and classified the actual practices rather than the industries affected. Unfortunately, from the point of view of the council, the mere description of a practice may often seem indistinguishable from the expression of an opinion on it. This might raise obvious difficulties with a body composed of representatives of the British Employers' Confederation, the Trades Union Congress and the management boards of the nationalized industries. Inability to grapple on proper terms with the problem set them, however, has led the council into the absurdity of suggesting, or giving the impression, that somehow hauliers are responsible for the refusal of their drivers to go on record as driving any heavy goods vehicle at a speed exceeding 20 m.p.h.

The definition of a restrictive practice favoured by the council is one that goes "beyond what is necessary for the reasonable protection of workers." As so often happens, there is no attempt to suggest what is meant by "reasonable," so that the definition is not of much use. Is it reasonable for drivers to expect more pay because they are covering a greater mileage? If so, is it reasonable that they should get the extra pay irrespective of mileage? Or is it reasonable that drivers of light vehicles unaffected by the change in the speed limit should also have a rise? In view of the likely reply to these questions, the T.G.W.U. should have been in the list with the R.H.A.

## Doubtful Encouragement

Fortunately, perhaps both for the R.H.A. and in general, the report of the council has created little stir. Their conclusion is that "some encouragement can be derived from the results" of their inquiry. There are many people with a wide knowledge of industry who would disagree with this. They maintain strongly that there are far too many restrictive practices among workers, and would regard as somewhat naïve the council's satisfaction "that so many industries felt able to report that they were meeting no real difficulties in their efforts to ensure that manpower was efficiently used."

The council might have begun their proceedings by reciting the parable of the mote and the beam. Their inquiries might have produced very different results had they asked each industry to say what restrictive practices it found irksome in other industries. Hauliers and their drivers, although they cannot be completely happy about the position on the speed limit, may well feel more sinned against than sinning. Time is money to them, and many of them find the greater part of their time spent in waiting at docks and in markets.

All that the council's report proves is that an industry can bear its own restrictive practices much more tolerantly than those inflicted on it from outside. If they had asked for general observations, the council might have been deafened. They would at least have had a list of complaints that could have been classified more usefully than a list of industries. They would at once have circumvented the industry that, possibly with good reason, declined to give information. If there had to be categories, they might have been arranged in accordance with the frequency with which each practice received dishonourable mentions.

The council propose to issue further reports on the subject of restrictive practices. They would be well advised to start again, and to concentrate on the actual practices, with the ultimate object of establishing general principles for dealing with them.





## When More

*Costs for 5-ton Tippers, 5-cwt. Vans, 4-ton and 5-ton Oil-engined Lorries and Articulated Pantech-nicons: The Law on Dual-purpose Vehicles Outlined*

*Owned by the British Standard Portland Cement Co., Bamburi, Mombasa, Kenya, this Foden 15-ton dumper works 15 hours a day during a five-day week carrying coral shale, required for the making of cement. It is driven by native labour and is one of a fleet of Fodens operating in an ambient temperature of 90°F. The R.B. 38 excavator delivers 90 tons an hour.*

**A** READER asks for advice on estimating for a contract involving vehicles engaged on site work. Three drivers would travel by a 5-cwt. service van to collect their tippers based nine miles away. They would then proceed a further nine miles and commence work on the site at 8 a.m. and continue until 4.30 p.m., less the statutory half-hour break for a meal. On return home the reverse procedure would apply.

The tippers are, I am told, taxed at £30 a year, whilst insurance costs a further £30. The reader states that the petrol-consumption rate on these 5-tonners is 10 m.p.g. and approximately 10 gallons of fuel per day are consumed. The fuel-consumption rate of the 5-cwt. petrol-engined van is given as 30 m.p.g., whilst the amount of licence duty payable is £12 10s. a year.

Dealing first with the operating costs of a 5-ton tipper, licence duty would amount to 12s. per week, whilst wages would be £8 19s. for a 44-hour week based on R.H.(64) in Grade I areas. This figure includes allowances for holidays with pay and insurance contributions.

### Standing Costs £11 10s. 3d. a Week

Rent and rates will be nominally assessed at 12s. 10d. per week assuming that some covered accommodation is provided at least at the week-ends, even though the vehicles may possibly be left outside during the week. On the figures quoted by the reader, vehicle insurance will amount to 12s. per week, calculated on a 50-week year, thereby allowing for at least two weeks when the lorry may be off the road for major overhaul. Interest charges add a further 14s. 5d., making the total for these five items of standing cost £11 10s. 3d. per week. Assuming a five-day week, this would be the equivalent of £2 6s. 1d. per day.

Because of the peculiar circumstances of site work, it will be more convenient on this occasion to calculate running costs per day rather than per mile. Fuel consumption is given as 10 gallons per day, which at 3s. 10d. per gallon amounts to £1 18s. 4d., whilst lubricants will be reckoned at 2s. per day. For normal road work, tyre costs for this type of vehicle would be reckoned at 1.28d. per mile. Allowing a 50 per cent. increase for site work, and assuming running equivalent to 100 miles per day, the total tyre cost would be 16s. per day.

A similar increase on standard maintenance costs would result in this item of running costs amounting to £1 5s. 10d. a day, whilst depreciation will be reckoned at £1 1s. 7d. Total running costs per day would then be £5 3s. 9d., making the total operating cost per day £7 9s. 10d. The corresponding cost for the three tippers would thus be £22 9s. 6d. per day.

The operating costs of the 5-cwt. petrol-engined van have also to be calculated. Even if it were used for other purposes, the average weekly mileage must obviously be low, because for much of its time it would presumably remain at the inter-

mediate change-over point. Assuming this mileage to be 200, the five items of standing costs per week would be: Licences, 6s.; wages, £8 19s.; rent and rates, 6s. 6d.; insurance, 6s. 3d.; interest, 5s. 7d.; total, £10 3s. 4d. The inclusion of wages in this instance is admittedly debatable, but the alternative would imply that the van was used exclusively on this contract, with resulting higher costs.

Running costs, this time per mile, would read: Fuel, 1.55d.; lubricants, 0.15d.; tyres, 0.36d.; maintenance, 0.95d.; depreciation, 1.30d.; total, 4.31d. Total operating cost per mile at 200 miles per week is, therefore, 16.51d. As the return daily mileage is 18, the cost per day for the use of the van will be £1 4s. 9d.

The total daily operating cost of the three tippers and small van would be £23 14s. 3d. To this would have to be added establishment costs appropriate to the reader's organization and a profit margin before a charge could be formulated.

★

**A** SOFT-DRINK manufacturer operating 18 vehicles inquires whether there would be any advantage in changing over to oil engines. His present fleet consists of 14 5-tonners and four 4-tonners, and the average yearly mileage is around 10,000 per vehicle. Operating within a maximum radius of 50 miles from base, an average journey includes 20 deliveries. Comparative fuel, maintenance and operating costs are requested.

The following extracts from "The Commercial Motor" Tables of Operating Costs apply:—



*This glass-carrying vehicle is used by Faulkner Greene and Co., Ltd., London, S.E.1. It is based on an Austin Omnitruck with additional bodywork by Normand, Ltd. The sides were modified for an external rack on the near side and two internal racks.*

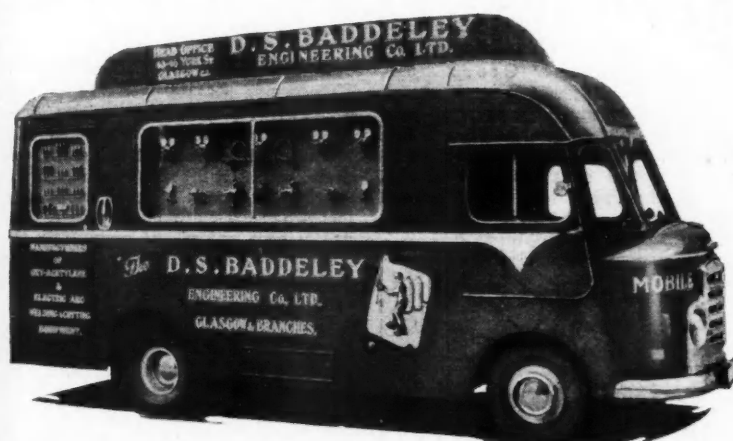


# More Vehicles Cost Less

## Planning for Profit

	Cost per Mile (10,000 miles per year)			
	4-ton		5-ton	
	Petrol	Oil	Petrol	Oil
Total operating cost ..	d. 22.53	d. 21.98	d. 24.19	d. 23.17
Fuel cost ..	3.53	2.19	4.12	2.56
Maintenance cost ..	2.46	2.05	2.86	2.31

In addition to an overall lower fuel consumption, the oil-engined vehicle is at a particular advantage on low-mileage, start-and-stop work, such as is implied here. This is because whereas the consumption of the oil-engined vehicle tends to remain the same under such conditions, that of the petrol engine increases. As indicated in the items of cost given, it is generally accepted that oil-engined vehicles require less maintenance and provide an overall operational advantage.



The D.S. Baddeley Engineering Co., Ltd., Glasgow, makers of welding and cutting equipment, have introduced this mobile showroom. Messrs. John Limond, Ayr, based the body on a Karrier chassis. Inside there are two full-length counters with cupboards below.

**P**ROBLEMS arising out of the use of dual-purpose vehicles, or the proposed conversion of vehicles from one classification to another, continue to puzzle readers. Thus, a recent inquiry reads:—

"I wish to run my dual-purpose vehicle to visit customers and to carry certain goods for sale and, in addition, shall be collecting items for repair. Do I have to have a C licence? Am I restricted to 30 m.p.h. when carrying goods? If a C licence is necessary, am I restricted to 30 m.p.h. at all times? Am I allowed to advertise on the body side and tailboard, provided I do not blanket the side windows?"

He adds that he has been running a van until now and had found the speed restriction irksome, particularly as it was essential that he should give efficient service to his customers.

No C licence will be necessary while the goods carried are confined to personal belongings and samples, but as soon as goods were carried for sale, no matter how small the quantity or how rare the occasion, a C licence would be required.

The speed limit of a vehicle is now determined by its construction, and not by its use. In this context, dual-purpose vehicles are classed as private cars and are, therefore, not governed by any speed limit other than in restricted areas. The display of a C-licence disc does not in any way restrict a dual-purpose vehicle to 30 m.p.h.

A dual-purpose vehicle is defined in the Motor Vehicles (Variation of Speed Limit) Regulations. If the body was subsequently altered so that it no longer came within this definition and was, in fact, converted into a van, it would then be restricted to 30 m.p.h. If, however, the proposed advertisements were applied to the existing side panels of the dual-purpose vehicle, the question of speed limit would not appear to be involved.

**I**S a van purchased and licensed for private use still subject to the 30 m.p.h. limit? Can windows be fitted to the sides of a van when it is not more than two years old without paying purchase tax and would this affect the speed limit? If a used van which has previously been operated on a C licence is purchased, can it be re-licensed for private use?

The rule of determination of speed limit by construction, and not by use, still applies. Whether licensed for private use or not, a van would be limited to a maximum of 30 m.p.h. because it was a goods vehicle.

It is the duty of anyone converting a van—no matter of what age—by fitting side windows, for example, to notify the local office of the Customs and Excise, who will then determine what additional purchase tax is payable. If the alterations are such that the van then complies with the definition of a dual-purpose vehicle as set out in the Motor Vehicles (Variation of Speed Limit) Regulations, it would no longer be subject to a speed limit of 30 m.p.h.

Registration of a van as a goods vehicle by a previous owner would not prevent any subsequent user from re-licensing it for private purposes.

Briefly summarizing the position regarding conversion, one can either pay the additional purchase tax (60 per cent. on the whole vehicle) applicable to private cars or dual-purpose vehicles and thereafter be free from any speed restriction, or take advantage of the lower purchase tax on goods vehicles (including vans)—30 per cent. on the chassis only—but be restricted to 30 m.p.h. There is no way

of being free from both the higher rate of purchase tax and speed restriction.

\*

**T**HE cost of operating an 8-ton tractor unit, together with two pantechon semi-trailers, is the subject of the next inquiry. The initial cost of the tractor is stated to be around £1,625, whilst the semi-trailers cost £900 each. Weekly mileage is expected to average between 600 and 800.

With a total unladen weight of 5 tons, the annual duty payable on this outfit would be £70, the equivalent of £1 8s. per week. As it is intended to supply the vehicle under a C-hiring arrangement, the usual item of wages is omitted. Rent and rates are assessed at 12s. per week and insurance at £1 0s. 5d. Interest charges would amount to £2 1s., making the total standing cost per week £5 1s. 5d.

This oil-engined vehicle would be expected to return a fuel consumption of 14 m.p.g., with a resulting fuel cost per mile of 3.29d. Lubricants will be reckoned at 0.27d. and tyres at 2.11d. Because of the additional semi-trailer, some increase in both maintenance and depreciation costs must be expected, although the combined mileage of the two semi-trailers would equate to that of the tractor unit. It is, therefore, assumed that the maintenance cost per mile would be 2.77d. and depreciation 4.32d., making the total running cost 12.76d.

The total cost involved in operating 600 miles per week would be: Standing costs, £5 1s. 5d.; running costs, £31 17s.; total, £36 19s. 5d. To this has to be added establishment costs and profit margin before a rate can be quoted. Because of the greater security offered by contract work an increase of 33½ per cent. will be assumed to be enough to cover these two items. The resulting weekly charge is thus £49 5s., plus 1s. 5d. per mile for any mileage in excess of 600 per week. S.B.

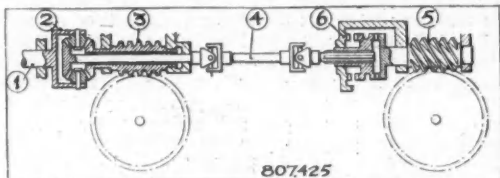
B31

## Overdrive for Heavies

**PATENT** No. 807,425 shows an over-drive mechanism for heavy vehicles with overhead-worm-type, double-drive rear bogies. (Kirkstall Forge Engineering, Ltd., Kirkstall Forge, Leeds, 5.)

The usual arrangement of a twin-axle drive comprises a front axle driven from the gearbox and a back axle driven through the front one, with a differential gear interposed in the coupling shaft. Substantially the same layout is used, but the inter-axle differential gear is ingeniously modified to act as an over-drive when required.

The drawing shows, somewhat



diagrammatically, the input shaft (1), driving the inter-axle differential gear (2). One output element of this is attached to the front-axle worm (3) while the other drives the shaft (4) that couples the two axles.

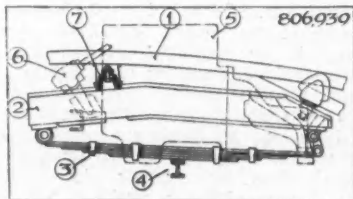
At the rear end, this shaft carries a dog-clutch which, in the position shown, drives the rear worm (5). In this condition, both axles are driven at their normal ratios.

If, however, the dog-clutch is moved to the left, it breaks the drive to the rear axle and also becomes locked, being held from rotation by engagement with stationary teeth (6). This locks one output element of the inter-axle differential and causes the front-axle speed to be doubled while the rear axle trails.

### THE DESIGN OF BUS FRAMES

**PATENT** No. 806,939 shows a proposed layout for a bus or other large vehicle, in which the engine, clutch, gearbox and auxiliaries are all mounted on a small sub-frame that is resiliently attached to the main frame. It can be attached or removed easily as a unit. (Daimler-Benz A.G., Stuttgart-Untertürkheim, Germany.)

In the drawing, the main frame is shown at 1 and the sides of the auxiliary frame at 2. The latter is a rectangular unit, sturdily cross-braced at several points and carries on its longitudinal members the suspension springs (3) for the front axle (4). The engine and gearbox (shown in chain lines 5) are carried on the cross-members, and other components such as



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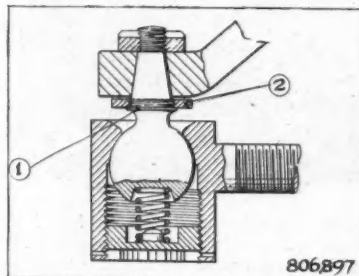
the steering gearbox (6), the radiator, pedal linkages and brake-operating cylinders, are all fixed to the sub-frame.

The unit as a whole is attached to the main frame via rubber buffers (7), one being located near each corner. The specification gives details of these buffers which are effective under compression and tension.

### EASILY EXTRACTED BALL-JOINT

**THE** usual ball-joints used in steering linkages are provided with tapered shanks which are pulled into tapered bores by nuts. When the time comes to remove them, the tapered joints are often found to be rusted together and have to be hammered apart. A better method of separating the joint is disclosed in patent No. 806,897. (A. Jordan, 34a Langley Green Road, Langley, Worcs.)

The drawing shows the proposed joint which is of conventional outline. It has, however, a short screwed portion (1) at the large end of the taper. This is assembled with its nut (2) in position and when dismantling is required, the nut can

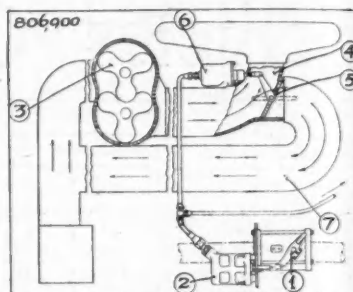
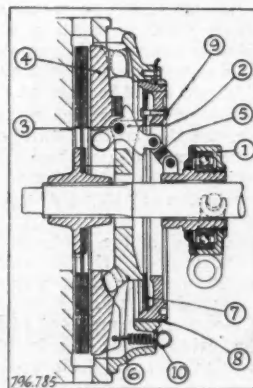


be screwed upwards (after removing the normal nut) to apply a powerful separating force to the two parts.

### EXHAUST BRAKES AND SUPERCHARGERS

**WHEN** an exhaust brake is in operation, back-pressure is built up in the engine cylinders to create the braking effect. If a supercharger is employed also, the back-pressure could impose a heavy overload on it. A scheme to prevent this is the subject of patent No. 806,900. (Clayton Dewandre Co., Ltd., Titanic Works, Lincoln.)

The drawing shows the exhaust brake valve (1) which consists of a throttle in the exhaust pipe; this is worked by a servo-motor (2). The supercharger (3) discharges its output into the intake manifold (4).



The subject of the patent is the coupling of the brake valve to a by-pass valve (5) in the intake. This is also worked by a servo-motor (6) connected up for simultaneous operation with the brake valve.

When the brake valve is closed, the by-pass is opened and the output of the supercharger merely circulates around a duct (7) which leads back to the supercharger intake.

### BALL-BEARING THREAD FOR STEERING

**PATENT** No. 808,260 comes from Fulminawerke K.G. Franz Mueller, Mannheim-Friedrichsfeld, Germany, and deals with ball-bearing threads for steering gearboxes. The chief point is that two separate groups of balls are used, one at each end of the screw. By this layout the tilting forces on the nut are reduced. It is claimed also to give a light action.

### A HEAVY-DUTY CLUTCH

**A** CLUTCH intended for use in the transmissions of bulldozers and very heavy vehicles is shown in patent No. 796,785. The clutch described is held in the driving position by locked toggles and the patent describes the method of spring-loading the toggles and adjusting the mechanism. (Fichtel and Sachs A.G., Schweinfurt am Main, Germany.)

To engage the clutch, the thrust collar (1) moves to the left; this pushes bell-cranks (2) about their pivots (3) and applies force to the presser plate (4). As the toggle levers (5) move, they eventually reach their dead-centre positions at which point they rock over and lock.

The toggle-carrier member (6) abuts against a large, conical spring washer (7) and this provides the spring-loading on the friction faces, the inner edge moving to the right under load.

A close adjustment can be maintained by moving the spring-carrying ring inwards as wear occurs, and this is done by screwing the ring into its outer carrying member, the thread being shown at 8. Screws (9) are provided for pre-tensioning the conical spring and springs (10) are used for pulling the presser plate off.



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**1952** A.E.C. 8-wheeler 9.6 engine double-drive air brakes 24-ft. body, in very good order throughout, choice of two.

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**A.E.C.** Diesel, registered 1950, double rear axle, excellent condition, choice of two, £225 each; also 6-ton Hande 4-wheeler trailers coupled to above lorries, choice of two, £125 each. Mrs. E. Hales, 7 Manor Rd., Wales, Nr. Sheffield. Phone, Kiveton 476. 800-217

**1947** A.E.C. 8-wheeler tipper, reconditioned engine, 22-ft. body, 4-ft. sides, new twin-rim tippers, four extensions, taxed, contract finished. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. evenings, 3000. 800-283

**1936** A.E.C. diesel, 32-seater coach, £150; 1948 A.E.C. diesel 8-wheeler, single drive, 24-ft. platform body, £160, engine faulty; also, body only, 24-ft. platform. T. and F. Motors, Ltd., 2A Poole Park, N.A. Ardway 4582. 800-424

**A.E.C.** Ex-W.D. 6 by 4 7.7 engine, fitted drop-side body and complete with 15-ft. ex-W.D. drop-side trailer on 1050 by 13 tyres. Both are in excellent condition, £275 the pair. Justice, Langley Mill 3182, home 3625. 800-366

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1955 AUSTIN LD1 1-ton van, 29,000 miles, £395, as new. Below.

1952 AUSTIN 25-cwt. drop-sided truck, 29,000 miles, £175.

CRIPS BROS., Main Rd., Sidcup. Footscray 3066, 800-358

AUSTIN 25-cwt., very good condition throughout, £110. Cavendish Motors, Cavendish Rd., N.W.6. Willenden 0046-8. 800-313

1954 5-ton AUSTIN articulator, in good condition, £435.  
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62507. 800-342

WRAY PARK GARAGES offer two 5-ton long-wheelbase drop-sided trucks, one N.C., one F.C., ready immediate use, £550 each.

1955 June, 2-3-ton Series 3 truck, mint condition, ready for use, £425.

1950 AUSTIN 2-3-ton N.C. D.S.T., good tyres, clean condition, ready immediate use, £175. Phone, Reigate 2263. 800-302

1955 AUSTIN B.M.C. 3-tonner power tipper, £365. Walkers Filling Station, Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 800-404

AUSTIN 152 15-cwt. van, September, 1957, 7,000 miles only, £400. Pearl Street Garage, 17 Pearl St., Sheffield 29139. 800-400

1956 7-ton long-wheelbase diesel platform lorry, 2-speed axle, power steering.

1955 5-ton petrol long-wheelbase boxvan.

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1954 Petrol 7-ton with 16-ft. platform body.

1954 7-ton long-wheelbase 16-ft. platform body with Leyland Comet reconditioned engine.

1953 Petrol 3-ton long-wheelbase boxvan.

1953 Petrol 7-ton short-wheelbase tipper.

1946 3-ton long-wheelbase Luton van.

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NEW BEDFORD 6-ton short-wheelbase normal-control chassis-cab, diesel.  
NEW BEDFORD forward-control truck, Leyland Comet engine.

NEW BEDFORD 7-ton long-wheelbase chassis-cab, petrol.

1950 BEDFORD 3-ton boxvan, £225.

BEDFORD 5-ton tipper, £225.

1950 BEDFORD 3-ton van, diesel, colour grey-blue, £475.

1954 BEDFORD 2-3-ton platform, £80.

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1956 BEDFORD 10-12-cwt. van, grey, £395.

1957 BEDFORD 5-ton truck, £775.

1956 BEDFORD 5-ton long-wheelbase truck, £645.

BEDFORD Dormobile, 2-tone, £375.

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1952 BEDFORD 2-3-ton Luton-type van, 7-ft. inside height, one owner, £120.

1951 BEDFORD 3-ton boxvan, separate cab, very large capacity, £150.

1951 BEDFORD 5-ton long-wheelbase drop-side truck, synchromesh gearbox, clean and tidy vehicle, £150.

1948 BEDFORD 5-ton long-wheelbase drop-side tipper, 6-cu.-yd. wooden drop-side body, in exceptional condition for vehicle of this year, ex C-licence owner, £155.

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NEW BEDFORD Luton van, 4-ton 4-cylinder, diesel, new low-loading body of 1,000 cu. ft., unregistered, £1,475 inclusive, in primer.

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CHARLES WENSLEY AND SONS, LTD. 68 Ince Rd., Wakefield, BEDFORD main dealers. Early delivery of all models. Specialists in all types of coachbuilding, including refrigerated and insulated bodywork. Hire-purchase available and part-exchanges. Phone 2294-5, 3371. 222-646

4 X 2, 4 x 4, unregistered ex-W.D., low mileage, M.O.S., rebuilt QLS, 4-w. winches if required, also very excellent selection of OY trucks with V.G. cabs. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477.

TOM BYATT, LTD.

FOR

NEW OR SELECTED USED

BEDFORDS.

SEVERAL USED BEDFORD TIPPERS AND

DROP-SIDES REQUIRED IN PART-EXCHANGE.

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TERMS. EXCHANGES.

Phone, Stoke-on-Trent 48581 (six lines). 800-213

## Used Goods Vehicles (contd.)

**COUNTY OAK SERVICE STATION, LTD.**  
VAUXHALL-BEDFORD MAIN DEALERS,  
LONDON ROAD, CRAWLEY, SUSSEX.

Phone, Crawley 25475-6-7.  
**BEDFORD 1958 CA van**, low mileage, £460.  
**BEDFORD 1958 Workabus**, 5,000 miles, £475.  
**BEDFORD 1953 CA van**, £195.  
**BEDFORD 1947 long-wheelbase truck**, £125.  
**BEDFORD 1946 2-ton truck**, very clean, £100.  
**AUSTIN 1947 2-ton meat van**, £175.  
**FORD 1952 ET6 5-ton meat van**, £200.  
**AUSTIN 1949 3-way van**, £95.  
**BEDFORD 1947 5-ton pantechon**, £275. 800-403

**1956** CA-type open dairy truck, Osborne conversion, suitable for dairyman or greengrocer, nice clean motor, very good condition.  
**1954** 7-ton U-shaped-body tipper, fitted with R6 engine, reconditioned gearbox and differential assembly, mechanically sound, body in fair condition.

**MAYFAIR GARAGE (TAMWORTH), LTD.**  
COLESHILL ROAD, FAZELEY,  
TAMWORTH, STAFFS.  
Phone, Tamworth 1396-7. 800-35

**5-TON** tippers, petrol or diesel.  
**JEFFREYS COMMERCIAL MOTORS**, Neath Rd. Swansea. Phone 7258. 800-124

**BEDFORD 5-ton 16-ft. flat**, petrol engine, Neville forward-control cab, excellent condition, very reasonable.  
**JOS. WALSH (DARWEN), LTD.**, Bull Hill, Darwen, Lancs. Phone, Darwen 557. 800-64

**1955** BEDFORD 25-cwt. large-capacity van, excellent condition throughout, bargain, £375. Shaw and Kilburn, Ltd., Western Avenue, W.3. Acorn 4641. 800-156

**DISMANTLING S-type 7-ton BEDFORD.**  
**T. J. RICHARDSON AND SONS, LTD.**, 100 Dudley Rd. East, Oldbury, near Birmingham. Phone, Broadwell 1840. 800-146

**1951** BEDFORD 7-ton petrol truck, recently completely overhauled, well painted and tired, terms, £485. Church Road Motors, Hadleigh, Essex. Phone 57271. After hours, Gt. Wakering 275. 802-7218

**1958** BEDFORD 5-ton platform truck, petrol, £25 by 20 tyres, C licence owner, retired, 12,000 miles, £775. Below.  
**1954** BEDFORD 5-ton long-wheelbase diesel tipper, 8-yd. metal drop-side body, Anthony H.R., £25 by 20 tyres, C licence owner, retired, £495.

**PART-EXCHANGES**, hire-purchase terms, on request.  
**GLOSTER GARAGE, LTD.**, 117 Whitehouse Rd., West Croydon. Phone, Thornton Heath 5224, 7500. 800-272

**WRAY PARK GARAGES** offer 1956 BEDFORD 7-ton short-wheelbase diesel, all-steel U body tipper, new tyres throughout, £675.  
**1957** BEDFORD 10-cwt. van, one owner, 9,000 miles, well maintained, £425. Phone, Reigate 2263. 800-303

**COOMBS, main Ford dealers.**  
**1950** BEDFORD 30-cwt. normal-control van in black K model, a very reliable vehicle, good tyre equipment, wonderfully maintained, £150.  
**COOMBS SERVICE STATION, LTD.**, By-pass Rd., Guildford. Phone 62962-3-4. 800-325

**1959** Model BEDFORD 25-cwt. P.U. truck, under 700 miles, as new, taxed to end of year, £650. Phone, West Drayton 3487. 800-5175

**1949** Long-wheelbase BEDFORD tipper, good runner, £100. Langley Mill 3182, home 3625.  
**1955** 7-ton BEDFORD R6 diesel, 17-ft. platform, 900 tyres, £475.  
**WEST TOWN DIESELS**, Broad St. Garage, Dewsbury. Phone 3505. 800-401

**1957-58** 7-ton short-wheelbase diesel tipper, standard U-shape body, £25 by 20 tyres, low mileage; choice of three.  
**ARLINGTON MOTOR CO.**, Dumballs Rd., Cardiff. Phone 30641. 800-499

**CAPITAL MOTOR CO., LTD.**  
BEDFORD MAIN DEALERS,  
SCAMMELL DISTRIBUTORS.

**NEW BEDFORDS** available, 15-cwt. vans and conversions 3-7-ton trucks, diesel 10 tractor unit. SEND us your inquiries.

**1952** BEDFORD 5-ton long-wheelbase lorries, platform or sided, good condition, £225.  
**1957** BEDFORD Unibreak, blue and grey, immaculate, one owner, low mileage, £465.  
**1954** BEDFORD A-type 5-ton diesel long-wheelbase hydraulic tipper.  
**1958** BEDFORD 10-12-cwt. van, fjord blue, low mileage, one owner, £415.  
**BEDFORD 10-12-cwt. vans**, 1954-57, good order, from £150.  
**REMINGTON ST.**, City Rd., N.1. (Near Angel). Clerkenwell 7456. 800-352

**BILL WALTON, LTD.**  
30-cwt. BEDFORD van, £400.  
5-ton BEDFORD chassis, £300.  
5-ton BEDFORD double-drop-side truck, £155.  
**CHAPPELL'S GARAGE**, 190-6 Kennington Park Rd., S.E.11. Phone, Reliance 1177. 800-429

## Used Goods Vehicles (contd.)

**E. J. BAKER AND CO. (DORKING), LTD.**  
BIRCHETT ROAD, ALDERSHOT.  
Phone, Aldershot 777.

**BEDFORD, 1954**, R6 7-ton long-wheelbase, twin ram, wood body tipper, tyres as new, £785. 800-322

**COACHES AND COMPONENTS, BEDFORD** main dealers.

**1959** BEDFORD 5-ton diesel chassis-cab with 1,650-c.c. Luton body, brand new.  
**1959** BEDFORD 4-ton 4-cylinder diesel with 1,450-c.c. Luton body, brand new.  
**1958** BEDFORD 6-ton diesel chassis-cab, unregistered.  
**1957**, December, BEDFORD 10-cwt. van; choice of three.  
**1956** BEDFORD 10-12-cwt. van; choice of three.

**THE new BEDFORD van and Workabus**, etc., from stock.  
**92-94 STAMFORD HILL, N.16.** Stamford Hill 8444. 800-486

**CITY MOTORS**, Botley Rd., Oxford 48021.  
**NEW BEDFORD 4-ton long-wheelbase diesel lorry**, £1,182 6s. 7d.  
**NEW BEDFORD 3-ton long-wheelbase diesel**, Telehoist d.s. tipper on Michelin X tyres, £1,287 10s. 4d.  
**NEW BEDFORD 7-ton normal-control Telehoist 7-cu.-yd. d.s. tipper**, 900 by 20 tyres, £1,816 2s. 7d.  
**1955** BEDFORD 7-ton long-wheelbase, petrol, platform, £485.  
**1955** BEDFORD 7-ton U-bodied petrol tipper, £560.  
**1954** BEDFORD 7-ton short-wheelbase d.s. tipper, completely refitted, R6 perpetuity engine, new chassis frame with flush plate, £475.  
**CITY MOTORS**, Botley Rd., Oxford. Phone 48021. 800-453

**BEDFORD, 1956**, petrol, 22-ft. platform, 6-tonner, 5-ton coach chassis, unladen weight 3 tons. With goodwill and work. Howard 2211. 800-474

**Bedford Wanted**  
BEDFORDS wanted! Bedford trucks, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 65 Rennets Wood Rd., Eltham, S.E.9. Eltham 8253. zzz-925

**BEDFORD**. All types wanted.  
**BEDFORD**. All types wanted.  
**CHANDLERS MOTORS, LTD.**, 71 Greenwich South St., London, S.E.10. 800-453

**GRE 2033-4.** zzz-821

**A BEDFORD for sale?** Phone, Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices. zzz-915

**RECONDITIONED 5-ton 28 h.p. BEDFORD chassis** required, Bedford or Perkins engine. Full details to Wicks, 53 St. Clements Rd., Bournemouth. 800-19

**LATE BEDFORD 4-ton chassis-cab wanted.** Heath, 11 Wynndale Rd., S. Woodford. 800-x5174

**B.M.C.**  
**1957** B.M.C. articulated unit with Scammell coupling and 10-ton trailer; choice of two.  
**1956** B.M.C. diesel 7-ton long-wheelbase drop-side truck, 18-ft. drop-side body, choice of two, terms and exchanges, £650.  
**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 800-168

**COMMER**  
**COMMER 25-cwt. van**, 1939, complete running condition, reasonable offer. Romford Auto Station, Ltd., Main Rd., Romford, Essex. 43323. 800-7150

**UNREGISTERED 7-ton diesel drop-side**, as new, with full guarantee, £175 below list at £1,775.  
**HARTWELL MOTORS**, Bournemouth, main dealers and parts stockists for Commer and Karrier. Phone Winton 1777-9. 801-7190

**1946** COMMER van, Perkins P4 engine, £195. Acorn 6911. 800-134

**1956** COMMER TS3 diesel 7-ton long-wheelbase truck, 18-ft. drop-side body, choice of two, £350 each.  
**COMMER TS3 diesel 7-ton tipper**, excellent order, £350.  
**1956** COMMER artic. unit, diesel, 2-speed axle, Scammell coupling, good running order, £325.  
**1954** RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 800-166

**E. J. BAKER AND CO. (DORKING), LTD.**  
BIRCHETT ROAD, ALDERSHOT.  
Phone, Aldershot 777.

**COMMER, 1955**, 25-cwt. hand tipper, wood drop-side body, 9 ft. 6 in. long, good tyres, first-class condition throughout, £350. 800-321

**COMMER 1957 6-yd. tippers (5 No.)**. Rootes diesel, mileage average 3,500, in new condition, stone guards over cab and other extras, available immediately at £1,600. Wallis, Broadmead Works, Maidstone, Kent. 802-7212

**COMMER 1950 QX underfloor-engined 6-7-ton 15-ft. 6-in. drop-sided truck**, engine recently reconditioned, mechanically excellent with good cab and body, £145. W.E.M. Motors (Wimbleton), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4322, 4568. 800-256

**1955**, December, COMMER TS3 medium-wheelbase twin-ram tipper, alloy body, £900. Williams, Llanarmon 42, Mold. 800-x5159

**1952** 5-ton COMMER articulator, in good condition, £295.  
**COMMER COMMERCIAL (GUILDFORD), LTD.**, 6 Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 800-341

## Used Goods Vehicles (contd.)

**1953** COMMER QX 5-ton drop-sided truck, 42,000 miles, £325; excellent condition.  
**CRIPS BROS.**, Main Rd., Sidcup. Footscray 3066. 800-359

**1956** COMMER TS3 7-ton long-wheelbase drop-side truck, one owner.  
**ERRINGTONS**, Evington, Leicester. Phone 38102-3. 800-361

**1951** COMMER QX 23A 7-ton 18-ft. drop-side truck in excellent condition at Hall and Palmer's Auction, Hethel Airfield, Norfolk, March 3. 800-xA5176

**Commer Wanted**  
COMMERS wanted, trucks, tippers, vans, etc. G.T.C. (Commercial), Ltd., 65 Rennets Wood Rd., Eltham, S.E.9. Eltham 8253. zzz-927

**DENNIS**  
**DENNIS** Max 8-ton diesel trucks, unregistered ex-M.O.S., excellent condition, spare wheel, batteries, etc., £420 each.  
**L. W. VASS, LTD.**, Amphil, Bedford. Amphil 3255. zzz-697

**MAX**, fitted with DENNIS engine, overdrive gearboxes, 20-ft. platform bodies, 9.00 by 20 tyres, choice of six, all in very good condition, ready to go to work.

**MAYFAIR GARAGE (TAMWORTH), LTD.**  
COLESHILL ROAD, FAZELEY,  
TAMWORTH, STAFFS.  
Phone, Tamworth 1396-7. 800-36

**1948** DENNIS Max, reconditioned engine, cheap. Walker Street Motors, Preston 4589. 801-7222

**DODGE**  
**DODGE** 1951 6-yd. 6-ton tipper, £225. J. G. West, Thame, Oxon. 800-7179

**1956** DODGE 7-ton tipper, R6 engine, Eaton 2-speed axle, good condition, £750.  
**1957** DODGE 7-ton long-wheelbase tipper, R6 engine, excellent condition, £1,250.  
**COX'S MOTORS (HILL TOP), LTD.**, 127 Hill Top, West Bromwich. Phone, Wednesday 0470, 1047. 800-128

**1956** DODGE 106/AP6 6-ton long-wheelbase drop-side truck, 2-speed axle, shock absorbers.  
**GEO H KENDRICK, LTD.**, Carters Green, West Bromwich 0778. 800-113

**1954** DODGE 7-tonner, Perkins P6, 17-ft. alloy platform in really good condition, £500. Transport Repairs, Liverpool, Central 9421. 800-121

**1953** DODGE medium-wheelbase tipper, P6 engine, Eaton 2-speed axle, £450. Hamblins Garage, Rectory Rd., Rushden, Northants, 3211. 800-152

**1954** DODGE P4 diesel 2-ton drop-side truck, excellent condition, £325. Edgware 2572. 800-290

**1956** DODGE 7-ton 144 R6 diesel tipper, with 7-cu.-yd. drop-side wooden body, factory reconditioned engine fitted during the last three months, track grip tyre equipment 75%, Eaton 2-speed rear axle, recently painted in navy blue, a really superb tipper, £1,275. Terms, Church Road Motors, Dodge main dealer, Hadleigh, Essex. Phone 57271. After hours, Gt. Wakering (Essex) 275. 802-7216

**LONG-WHEELBASE** tipper, left-hand drive, American C model, fitted P6 engine, Edbro single-ram gear and steel subframe, stands on some useful 36 by 8 tyres, engine sound, no cracks, first £100 secures. West End Garage, Harlington, Grantham. Phone 1311. 800-353

**MAIN DODGE DISTRIBUTORS.**  
**FERRARIS OF CRICKLEWOOD, LTD.**  
200-220 CRICKLEWOOD BROADWAY,  
N.W.2.  
Gladstone 2234-3-6-7.

**ALL new models** prompt delivery.  
**FULL range of spares** for all models.  
**SALES and service.** Perkins diesel service.  
**SEE our Miscellaneous Section advertisement for used DODGE vehicles.** 800-269

**1952** DODGE Kew 103 AP6 tractor and 22-ft. double-drop-side trailer, quick-release fifth wheel and landing wheels, £25 by 20 tyres, clean vehicle, H.P. available, £325. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623; evenings, 3000. 800-281

**COMPLETE Canadian DODGE**, 2-speed axle, converted auto hand brake, chassis-cab, radiator, front wings, front axle, etc., nearest offer £60 for lot. Phone, Dinnington 327. 800-x5180

**1954** DODGE 7-ton, R6 engine, drop-side lorry, £425. Millers Motor Services, Wexham, near Chorley. Phone, Brinscall 261. 800-482

**1954** DODGE 7-ton medium-wheelbase tipper, Walker Street Motors, Preston 4589. 801-7223

**1953** DODGE 3-ton boxvan, aluminium body, good condition throughout, £225. Aerodrome Autos, Sun 0071. 800-443

**Dodge Wanted**  
**WANTED, DODGE**, 1951 onwards. Phone or write.  
**CHANDLERS MOTORS, LTD.**, 71 Greenwich South St., London, S.E.10. 800-399

**GRE 2033-4.** 800-399

**WANTED** urgently, DODGE, 1954 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57211. 800-469

**1952** DODGE 7-ton medium-wheelbase tipper, Walker Street Motors, Preston 4589. 801-7223

**1953** DODGE 3-ton boxvan, aluminium body, good condition throughout, £225. Aerodrome Autos, Sun 0071. 800-443

**Dodge Wanted**  
**WANTED, DODGE**, 1951 onwards. Phone or write.  
**CHANDLERS MOTORS, LTD.**, 71 Greenwich South St., London, S.E.10. 800-399

**GRE 2033-4.** 800-399

**WANTED** urgently, DODGE, 1954 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57211. 800-469

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Used Goods Vehicles (contd.)

**E.R.F.**  
1948 E.R.F. articulator with 24-ft. platform trailer, 5LW engine, David Brown 557 gearbox, S.A.E. coupling.  
JOS. WALSH (DARWEN), LTD., Bull Hill, Darwen, Lancs. Phone, Darwen 557. 800-63

**E.R.F.** 8-wheeler, 24-ft. drop-side body, in very good condition throughout. Barton Motors (Preston), Ltd., Preston. Phone, Preston 4664 (10 lines). 800-200

1951 E.R.F. 8-wheeler, double drive, 24-ft. body, 6LW engine, good running order, £350.  
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 800-181

November, E.R.F. long-wheelbase drop-side lorry, 4LW Gardner, excellent condition.  
COPELLS MOTORS, 92 Brougham Lane, Salford, C. Phone, Blackfriars 7764. 800-405

**E.R.F.** Tractor and 25-ft. tandem-axled trailer, fifth wheel, quick release, completely rebuilt with new cab 12 months ago, very clean and ready for work, £850, 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623; evenings, 3000. 800-282

1947 E.R.F. 8-wheeler, 24-ft. platform, 6LW engine, double drive, in excellent condition, £350.  
A. LEXANDER AND TATHAM, LTD., Birmingham Old Station, Chesterfield. Phone 5704. 800-456

FODEN

FODEN 12-ton 6-wheel trucks, unregistered, Gardner 6LW, on 14.00 by 20 big single tyres, £900 each; 36 by 8 twin rears, £1,000 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 722-765

FODEN 24-ft. platform 8-wheeler, double drive, Gardner 6LW, date of registration May, 1951.  
A. LWAYS a selection of sound used lorries and vans, hire-purchase, settlements, etc.  
HUGH AND WHITMORE, LTD., main Vauxhall-H Bedford dealers, London Rd., Gloucester. Phone 2225-12. 800-7189

FODEN ex-M.O.S. 6-wheeler, 6LW, double-drive, new Pilot tipping gear and dumper body, specification and photographs (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221 (6 lines). 800-90

1948 6-wheeler, 6LW, platform, cheap to clear.

1951 8-wheeler, 6LW, drop-side, reconditioned.

RYLAND GARAGE, LTD., Ryland St., Birmingham, 16 Edgbaston 4501-5. Grams, "Diesel". 800-117

1948 6-12-ton 21-ft. platform lorry, fitted with FG-type cab and steering, reconditioned Gardner 6LW engine, general condition very good.

**MAYFAIR GARAGE (TAMWORTH), LTD.**  
COLESHILL ROAD, FAZELEY, TAMWORTH, STAFFS.  
Phone, Tamworth 1396-7. 800-39

1951 FODEN FG model 6-wheeler, 22-ft. platform body, in excellent running order, £950. Terms and exchanges.

1951 FODEN 8-wheeler, FG type, double drive, Gardner 6LW engine, one owner since new, well maintained by very large concern, £1,150; choice of four. Terms and exchanges.

1948 FODEN 8-wheeler boxvan, 24-ft. body, double drive, 5-speed box, in good running order, a very useful vehicle, £575.  
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 800-179

FODEN, first registered February, 1955, FG6/12, 14-ton, long wheelbase, 20-ft. drop-side body, one C-licence owner, mileage 40,000, from new, price £2,459. Long-term payments available.

PEPPERS GARAGE (NANTWICH), LTD., London Rd., Nantwich, Cheshire. Phone 65591. 800-229

1945 FODEN 8-wheeler, 6LW booster box, 40 by 8 Edgware, really nice condition, £575. 800-291

1950 FODEN FG 4-wheel tipper, Pilot gear, 5LW Gardner engine, very good tyres and body, clean vehicle, taxed, contract finished, 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623; evenings, 3000. 800-284

FORD THAMES AND FORDSON

4 x 4 WOT6, ex-W.D., delivery mileage only, new and rebuilt trucks, also Canadians, Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 722-648

**£1,400.** 7-ton Thames Trader, 160-in. wheelbase, 16-ft. 6-in. truck body, ex-demonstration model, low mileage, first registered October, 1958, and in new condition, has the following factory-fitted equipment: heater, flashers, rear shock absorbers, H.D. frame, twin passenger seats; cost new £1,590. Dispatch Motors, Waterloo 4959. 722-902

THAMES 1952 3-ton long-wheelbase truck, P6 engine, 14-ft. drop-side steel body, Anthony lift, £260.

THAMES 1954 14-ton long-wheelbase upper, all-steel 6-cu.-yd. body, Edbro gear, £490.

THAMES 1956 2-ton truck, 4D, £390. Godfrey Davis, Ltd., Neasden Lane, N.W.10. Do! 8000. 800-7188

1956 FORDSON ET7, P6 hydraulic tipper, long-wheelbase, double-drop-side, 34 by 7 tyres; this vehicle is in first-class condition and has only been used on the road for the delivery of building materials, £475. Clapton Motors, 10-10 Kenning Hall Rd., Clapton, E.5. Phone, Amhurst 4606. 800-94

1953 FORDSON ET7, P6, boxvan, Burton wood hydraulic lift, in good condition, £325. Clapton Motors, 64-70 Kenning Hall Rd., Clapton, E.5. Phone, Amhurst 4606. 800-93

1955 4D platform lorry, £395. Acorn 6919. 800-135

4D Diesel long-wheelbase van, aluminium body with wheel, 1695; photo. exchanges. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 800-26

1955 4D 5-ton long-wheelbase steel-body, drop-side tipper, low mileage, £465. Edgware 2572. 800-295

Used Goods Vehicles (contd.)

1957 FORD 4D diesel artic. with 20-ft. Tasker trailer, in very good running order, £700.

1956 FORD 4D diesel long-wheelbase truck, £450.

1955 FORD 4D diesel Luton van, good running order, £375.

1952 FORD 4D diesel long-wheelbase truck, clean and in good order, £250.

1952 FORD diesel P6 5-yd. tipper, steel body, excellent running order, £275.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 800-165

1956 THAMES 4D, extended frame fitted with 1,400-cu.-ft. van, panelled in Plymax, in excellent condition throughout, immediate delivery.

THE RELIANCE GARAGE CO. (BRIGHOUSE), LTD., Wakefield Rd., Brighouse, Yorkshire. Phone, Brighouse 1677. 800-220

FORDSON 1954 Sussex Perkins P6 double-drive 16-ft. steel-bodied 6-wheeler, one owner from new, first-class order, £395. W.E.M. Motors (Wimborne), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4322. 800-255

1950 FORD P6 diesel 5-yd. drop-side tipper, £250.

1951 FORD P6 diesel 5-ton long-wheelbase truck, £265.

1952 FORD P6 diesel Sussex 6-wheeler, £195.

1952 FORD P4 diesel 2-ton van, £275.

1953 FORD 4D diesel 2-ton van, £325.

EDGWARE 2572.

800-292

1951 FORD Sussex, approximately 1,400-cu.-ft. van, ideal for bulky loads, well tired, terms, £375. Church Road Motors, Hadleigh, Essex. Phone 57271. After hours, Gt. Wakering 275. 802-127

1958 3,780 miles only, Thames 30-cwt.-2-ton drop-side truck, 4-cylinder petrol engine, hand-operated tipping gear, front gantry, flashing indicators, painted in cream, very suitable small builder, £715.  
P. MOTORS, LTD., Central Garage, High St., Redhill, Surrey. Phone, Redhill 3933-4-5. 800-357

1958 FORD SQUIRE, in showroom condition low mileage, £365.

1955 FORD 3-ton 5-cwt., in exceptionally good condition throughout, £275.

1953 54 FORD 5-cwt., in very good condition throughout, £150. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 006-8. 800-314

1958 June, FORD 7-cwt. van, 11,000 miles only, heater, flashers, immaculate condition, £375.

1956 FORD 7-cwt. van, black and silver, no writings, £290.

1955 FORD 10-cwt. van, nearly new engine, £180.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 800-343

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, £1,330.

NEW Thames Duple luxury 41-seater coach, demonstrated available shortly, please ask for details.

TRADER 6D diesel 7-ton chassis fitted with 6-yd. drop-side steel-bodied tipper, Anthony hoist, 900 by 20 12-ply, flashing indicators, finished in red.

IMMEDIATE delivery list price, £1,661.

1947 FORDSON 5-ton, fitted with 1,300-cu.-ft. all-aluminium Luton body, good tyres, etc., £75.

HIRE-PURCHASE deposit now from 10%.

ALL Thames models in stock for early delivery; any body built to your requirements.

WE are now accepting orders for the new low-frame Trader models. Please ask for details.

MITCHAM LANE, S.W.16. Streatham 3133-4. 800-431

FORD 4 x 4 WOT6 5-ton truck, fitted adjustable gantry with block and tackle, 110-volt 24-cw generator, under 300 miles since passed for Ministry in May, 1957, £365; also similar model fitted workshop, no gantry or generator, Jacquier, Ltd., 229 Hammer-smith Rd., W.8. Riv 6677. 800-426

FRANK G. GATES, L. TD.

MAIN FORD DEALERS,  
GATES CORNER, E.18.  
Wan 6633.

1958 Trader diesel articulated unit and trailer, fifth wheel coupling, 24-ft. trailer, £1,650.

1958 Thames 15-cwt. van, works painted, choice of two from £450.

1953 FORD 10-cwt. Uitecon, fold-flat seats, £245.

1955 FORD 30-cwt. van, £425.

1955 FORD 4D 30-cwt. van, £550.

1955 FORD 10-cwt., all-steel Luton body, very good condition, £190.

1950 FORD 2-ton 4D Luton, 750 cu. ft., £675. 800-439

G.T.C. (COMMERCIALS), LTD.

1956 FORD 4D diesel 5-ton long-wheelbase drop-side tipper, 6-cu.-yd. wooden drop-side body, very clean, £425.

1955 FORD ET6 5-ton short-wheelbase tipper, 5-cu.-yd. steel body, ex C-licence operator, £195.

1954 FORD 4D diesel 4-ton long-wheelbase drop-side truck, in excellent condition, carefully used by owner driver, £335.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow R.d. Underground Station.) Advance 5242-3. 800-387

1949 FORD truck, 2-ton, 4D engine, good condition, £225. C. Russell, 46 Clarence St., Southampton. Phone 26590. 800-496

Used Goods Vehicles (contd.)

FORD 5-cwt and 7-cwt. vans, choice of several, each fitted with extras, in excellent condition.

E. J. BAKER AND CO. (DORKING), LTD., 273 London Rd., Staines. Staines 4211. 800-489

1955, Late, FORD 2-ton diesel van, excellent condition one owner, £435. Aerodrome Auto, Sun 0071. 800-445

**Ford Thames and Fordson Wanted**  
WANTED. FORDS, 4D vans and Perkins, all capacities. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Grc 2033-4. 803-392

WANTED. FORD 4D, low mileage, 1957 onwards. Church Road Motors, Ltd. Hadleigh, Essex. Phone, Hadleigh 57271. 800-466

G.M.C.

G.M.C. Wanted

6 x 6 wanted, also spares. Robert Dixon, Herts. Stanstead Abbots 301. 800-7151

**GUY**  
GUY Vixen Luton van, large capacity, 1947, P4 diesel engine unit, £390. Sidney Seward, Ltd., Redcliff Way, Bristol 1. Phone 25713. 800-AC5044

JENSEN

JNSN, 1953, flat lorry, vehicle in excellent condition, Perkins P6, averaging 18 m.p.g., C-licence owner, has lost contract, £350. Phone, Blackpool 53722. Box CM804, care of "The Commercial Motor." 800-83

1953 JENSEN, long wheelbase, 4-speed gearbox, 23-ft. platform, £300. Servo brakes, mechanically good, tyres all good.

ATKINSON AND GRIFFIN, LTD., Kirkland Garage, Kendal. Phone, Kendal 1732. 800-214

1948 6-ton 23-ft. flat, good tyres, extremely good condition, £425. Edgware 2572. 800-294

JOWETT

1953 Bradford van. £25.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 800-347

KARRIER

4 x 4 unregistered low-mileage ex-W.D. trucks, c/w 4 winches if required. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 722-648

LAND ROVER

1955 LAND ROVER, excellent condition, many extras, £430.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 800-344

LEYLAND

1953 LEYLAND Comet diesel, twin-ram tipper, £1,000.

1952 LEYLAND Comet diesel, twin-ram tipper, £1,000.

1952 LEYLAND Comet diesel, twin-ram tipper, £950.

1950 LEYLAND Comet diesel, twin-ram tipper, £850.

T. SHINGLER, The Poplars, Liverpool Rd., Bicker-staff, near Ormskirk. Skelmersdale 220. 801-717

1956, October, LEYLAND Comet long-wheelbase twin-ram tipper, high-sided coal body, exceptional condition, £1,500.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top C. West Bromwich. Phone, Wednesbury 0470 and 1047. 800-127

LEYLAND S/H 8-wheeler, fitted with new all-steel body and gear.

LEYLAND Octopus 8-wheel flat-platform body, 1954.

JEFFREYS COMMERCIAL MOTORS, Neath Rd., Swansea. Phone 7288. 800-123

HIPPO tipper, ex Ministry, October, 1957, registered, new gear and large alloy body fitted, suitable coal, etc., £950.

RYLAND GARAGE, LTD., Ryland St., Birmingham, 16 Edgbaston 4501-5. Grams, "Diesel". 800-116

1950 LEYLAND Hippo 6-wheeler, 600 engine, double-drive, 24-ft. body, very good running order, £350.

1950 LEYLAND Beaver 4-wheeler, 600 engine, good runner, £650.

1950 LEYLAND 8-wheeler, 600 engine, double-drive, 24-ft. platform body, in good running order, £950.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 800-180

1948 And 1950 LEYLAND Comet chassis-cab, £150 each. Millers Motor Services, Wheelton, near Chorley. Phone, Brinscall 261. 800-481

1953 LEYLAND Comet Scammell tractor unit, 5-speed gearbox, 2-speed axle.

ARLINGTON MOTOR CO., High Rd., Ponders End, A Enfield, Middx. Phone, Howard 1266. 800-500

MACK

TWO 6 x 6 MACK diesels, spare diesel engine, numerous spares, including front and back axles, wheels and tyres, £1,000 the lot. Kerby Motors, New South Arden Rd., Hornchurch. Hornchurch 4776. 800-438

MAUDSLAY

THREE unregistered MAUDSLAY 8-ton diesel trucks, fitted Gardner 4LW engines, excellent condition, £375 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 722-876

TWIN-STEER, 1948, fitted A.E.C. 7.7 engine, 20-ft. platform body, in very good condition.

MAYFAIR GARAGE (TAMWORTH), LTD.

COLESHILL RD., FAZELEY, TAMWORTH, STAFFS.  
Phone, Tamworth 1396-7. 800-37



## Used Goods Vehicles (contd.)

### G.T.C. (COMMERCIALS), LTD.

1950 MAUDSLAY 8-wheeler long-wheelbase platform lorry, in far above average condition, ex collector operator.

G.T.C. (COMMERCIALS), LTD., 2 Addington G.C. Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 800-378

### MORRIS AND MORRIS-COMMERCIAL

4 X 4 unregistered ex-W.D. M.O.S. rebuilds, also compressor trucks, winches optional. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-846

MORRIS 1955 5-cwt. van, first-class condition throughout, with heater, £125. Below.

MORRIS 10-cwt. J-type van, very clean, £250. Scott's n. Ltd., Kingston Rd., New Malden. Malden 3613. 222-907

### PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

RELIABLE used vehicles in stock.

PALMERSTON COMMERCIAL MOTORS, LTD., 75-7 Penrhyn Rd., Kingston 5618. 800-259

1955 MORRIS 10-cwt. J-type van, excellent condition, resprayed, £300. COMBOS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 800-346

### G.T.C. (COMMERCIALS), LTD.

1956 B.M.C. diesel 5-ton long-wheelbase drop-side truck, forward control, immaculate condition, one owner, £650. Below.

MORRIS Saurer diesel, 1,100-cu.-ft. Luton van, separate cab, one owner, £325.

G.T.C. (COMMERCIALS), LTD., 2 Addington G.C. Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 800-380

1955, October, MORRIS FC diesel, Balco extension, 20-ft. drop-side body, excellent condition, 6075. C.W. MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich, Phone, Wednesbury 0470 and 1047. 800-126

### SCAMMELL

SCAMMELL Scarab, September, 1951, 6-ton tractor in excellent condition, used by ourselves since new on C licence, genuine mileage 26,000, complete with two 15-ft. drop-side and one 18-ft. 6-in. platform semi-trailers. G.E. CLARK (SHEPHERD), LTD., Penistone Rd., G. Sheffield. Phone 20171. 800-718

1951 SCAMMELL 8-wheeler, 40 by 8 tyres all round, Gardner 6LW engine, 6-speed gearbox, air brakes, in very nice condition, excellent runners, choice of two, £750 each.

1950 SCAMMELL tractor unit, 6LW engine, 6-speed box, air brakes, one owner since new, exceptionally clean and in good condition; also a number of other Scammell tractors.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 800-176

SCAMMELL 1948 model, Gardner 6LW, 24-ft. platform, 8-wheeled 16-tonner, 6-speed box, good 40-in. 4-in. tyres, used by a brewery from new, bargain, £745. W.E.M. Motors (Wimbleton), 506-508 Kingston Rd., London, S.W.20. Cherrywood 4322, 4568. 800-251

1954 SCAMMELL Scarab 3-ton unit, as new, £185. 1947 SCAMMELL unit, fitted tipping gear, £45. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 800-276

RIGID 8 SCAMMELL 2,000-cu.-ft. Luton van, 6LW engine, Gardner, high-speed axle, good tyres, any trial, £875. Phone, Adv 5096. 800-339

TWO 1946 25-ton SCAMMELL tractors, 6LW Gardner, fully floating axle, on 40 by 8 twin tyres, £650 each. Kerby Motors, New Southend Arterial Rd., Hornchurch, Hornchurch 4276. 800-437

1945 SCAMMELL 24-ft. platform 8-wheeler, 6LW engine, in good condition throughout, £450. ALEXANDER AND TATHAM, LTD., Birmingham Old Station Chesterfield. Phone 5704. 800-457

### SEDDON

HILLS. SEDDON diesel 6-ton long-wheelbase tipper, 14 ft. 5 by 7 ft. with 3-ft. sides, Pilot twin vertical gear, first registered 1948.

SEDDON diesel Mk. 15 7 1/2-ton platform lorry, 18 ft. 5 by 7 ft. 4 in., one owner, first registered August, 1957.

HILLS operate a round-the-clock 24-hour service for SEDDON parts despatched at any hour by post or messenger train.

HILLS GARAGES (MANCHESTER), LTD., Port St., Manchester, 1. Phone, Central 4311. Grams, Hillcraze, Manchester. 800-65

1951 Fitted with reconditioned P6 engine, 20-ft. platform body, very good condition. Fitted with P6 engine, 17-ft. 6-in. platform body, good condition, very good condition.

1953 Articulated body, fitted with P6 engine, 22-ft. platform semi-trailer, the whole unit is in very good condition.

### MAYFAIR GARAGE (TAMWORTH), LTD.

COLESHILL ROAD, FAZELEY, TAMWORTH, STAFFS. Phone, Tamworth 1396-7. 800-38

1954 SEDDON Articulator with 22-ft. platform trailer, P6 engine, engine 2-speed axle. JOS. WALSH (DARWEN), LTD., Bull Hill, Darwen, Lancs. Phone, Darwen 557. 800-62

1953 SEDDON Luton, 1,000 cu. ft., Perkins 4-cylinder, low-loader, in really first-class condition. This vehicle warrants inspection, £495. Clapton Motors, 64-70 Kenning Hill Rd., Clapton, E.3. Phone, Amhurst 4606. 800-92

## Used Goods Vehicles (contd.)

1951 SEDDON 5L 7-tonner, alloy drop-side body, 16 ft., ex-C licence, good tyres and condition, choice of two, reasonable price.

1951 SEDDON 7L diesel 3-tonner, 14-ft. flat, ex-brewery vehicle.

1954 SEDDON 5L 7-tonner, 16-ft. drop-side, repainted, ready for work, good tyres. PART-EXCHANGES or terms. New SEDDONS supplied.

RYLAND GARAGE, LTD., Ryland St., Birmingham, 15, Edgbaston 4501-5. Grams, "Diesel." 800-114

1955 SEDDON 5L 7-ton long-wheelbase drop-side, 2-speed axle, Continental cab. G.E.O. H. KENDRICK, LTD., Carters Green, West Bromwich 0778. 800-112

SEDDON 1949 Mark 5L Perkins P6, 6-7-ton drop-side body, one C licence owner, price £350.

PEPPERS GARAGE (NANTWICH), LTD., London Rd., Nantwich, Cheshire. Phone 65591. 800-330

1954 SEDDON 6-7-ton boxvan, aluminium body and cab, one owner, 90% tyres all round, excellent condition throughout, £645. Aerodrome Autos, Sun 0071. 800-444

### STANDARD

1957 6-cwt. van, exceptionally clean, plain dark blue, Brew Bros, Ltd. Fre 3333. 800-334

1956 STANDARD 7-cwt. van, one owner, low mileage. J. BAKER AND CO. (DORKING), LTD., 273 London Rd., Staines, Staines 4211. 800-488

### THORNYCROFT

4 X 4 unregistered ex-W.D. trucks, very good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-851

1954 THORNYCROFT 8-wheeler double-drive, air brakes, 24-ft. platform body, one owner since new, very clean and in good running order, £1,250, any trial. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 800-178

### TROJAN

1955 Diesel TROJAN personnel carrier, one owner, taxed, £275. Langley Mill 3182, home 3625. 800-370

### Trojan Wanted

WANTED TROJAN low-mileage models, 1955 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. 800-467

### VOLKSWAGEN

FERRARIS OF CRICKLEWOOD, LTD., 200-220 CRICKLEWOOD BROADWAY, N.W.2. Gladstone 2234-5-6-7. 800-271

1956 VOLKSWAGEN van in blue, excellent condition.

### VULCAN

VULCAN tractor unit and long-wheelbase trucks, fitted with P6 engine, available as spares or complete vehicles. Barnards, Stowmarket. Phone 621 (five lines). 800-10

1947 VULCAN P6 long-wheelbase truck, very clean, good working order, £150. Edgware 2572. 800-293

### UNCLASSIFIED

THE MILLBURN ORGANIZATION, GLASGOW BELL 0073. PRESTON, LONGTON 3255. CARLISLE 25422.

### AUTHORIZED DEALERS.

ALBION, FORD COMMERCIALS, EARLY DELIVERIES.

### NEW ALBION MODELS.

CALEDONIAN 8-wheeler. REIVER 8-wheeler.

CLYDESDALE, Chieftain and Claymore 4-wheelers.

NEW Thames Traders, petrol and diesel powered, 4- and 6-cylinder engines, 5 cwt. to 7 tons.

NEW York trailers, 8 tons upwards, single and tandem axles.

1956 June, B.M.C. 7-ton long-wheelbase diesel 16-ft. 6-in. platform lorry, 900 by 20 tyres, 2-speed axle, power steering, exceptionally fine order, throughout, including paintwork and tyres.

1955 SEDDON P6 long-wheelbase platform lorry, 5-speed box, 2-speed axle, excellent condition, including tyres.

1954 ATKINSON 4LK unit long-wheelbase platform lorry, good mechanical and body condition.

1954 ALBION Clydesdale 21-ft. platform body, very fine order throughout, only needs seeing.

1952 September, 10-cwt. VANGUARD van, new differential, newly painted, all good tyres.

1949 MAUDSLAY Meritor 8-wheeler chassis and cab, 9.6 A.E.C. unit.

1948 SEDDON P6 platform lorry, good order.

1948 ALBION FT3 (petrol) long-wheelbase platform lorries, bodies very clean and fresh, ex-brewery. Choice of several. Excellent vehicles for coal merchants.

1939 LEYLAND Beaver lorries, trailer models, with or without crane or Dyson draw-bar trailers; also a number of 16-ft. 6-in. containers.

### FORK-LIFT TRUCKS.

FORK-LIFT trucks, 3,000- to 6,000-lb. capacity, 9-ft. and 12-ft. lift; also Morris Versatile 5-ton Mobile crane, electrically operated with Perkins P4 diesel unit mounted on 4-wheel chassis, all in new condition.

N.B.—Next motor auction sale, March 5. MILLBURN MOTORS (PRESTON), LTD., WALMER BRIDGE, LONGTON, PRESTON. Phone, Longton, Lancs, 3255-6. 800-3

## Used Goods Vehicles (contd.)

### ROOTES, LTD.

OFFER FOR SALE THE LARGEST STOCK OF USED VEHICLES FROM THIS SELECTION.

BIRMINGHAM, 18. GREAT HAMPTON STREET. CEN 8411.

1948 COMMER 5-ton 18-ft. drop-sider, petrol, £100.

1954 BEDFORD 7-ton diesel drop-sider, £550.

1955 FORD 4D 5-ton drop-sider, £450.

1951 BEDFORD 5-ton drop-sider, £175.

1949 FORD 2-3-ton drop-sider, £50.

1956 AUSTIN A40 van, very good condition, £315.

1953 BEDFORD 5-ton tipper, petrol, £300.

1950 SENTINEL 8-ton drop-sider, D1 diesel engine £375.

MANCHESTER, 15. OLYMPIA, CHESTER ROAD. BLA 6677.

1958 June, 30-cwt. COMMER forward-control diesel super-capacity van, painted grey, excellent condition, used for demonstration only, mileage 8,000, cost £1,030. £895.

1951 August, COMMER 5-ton UFE 15-ft. 6-in. platform lorry, painted yellow, very good condition, £195.

1953 November, AUSTIN 5-ton Loadstar 18-ft. platform lorry, painted red, excellent condition, £175.

1955 November, 25-cwt. COMMER forward-control van, painted black, good tyres, £325.

1957 March, BEDFORD 7-ton drop-sider, fitted Leyland Comet engine, 60,000 miles, painted blue, good tyres, excellent condition, £1,100.

1957 August, COMMER 15-cwt. van, diesel engine, painted blue, 23,000 miles only, excellent condition, good tyres, £700.

1956 July, COMMER 7-ton TS3 18-ft. flat, high-loading board, good condition, good tyres, 9,000 by 20, painted red, £950.

MAIDSTONE. LEN ENGINEERING WORKS. PHONE 3333.

1958 AUSTIN A35 van, petrol, black, £375.

1955 FORD Thames P6 drop-side truck, diesel, brown, £500.

1955 FORD 4D platform truck, diesel, blue, £425.

1955 LATE 1958 COMMER 5-ton platform truck, diesel, low mileage, £1,295.

1957 COMMER 7-ton platform, diesel, green, £1,385.

ROCHESTER. HIGH STREET. CHATHAM 42231.

1945 FORDSON 4-ton van, brown, one owner, £99.

1950 November, Bradford van, green, mechanically sound, good tyres, £159.

1957 COMMER Cob light van, green, one owner, good condition, heater, £399.

1953 MORRIS 8 van, blue-black, £215.

1947 DODGE Luton van, blue-grey, good body and good running order, £125.

1953 MORRIS van, maroon-silver, very good condition, £369.

1948 BEDFORD van, green, mechanically sound, £85.

CANTERBURY. THE PAVILION. PHONE 3232.

1957 COMMER Cob van, fitted passenger seat, £395.

1949 VULCAN 6-ton truck, good condition, £250.

1945 BEDFORD 2-3-ton cattle truck, £125. 800-101

### USED UNITS.

1948 COMMER Commando 30-seater coach, petrol engine, good condition.

1946 SEDDON, P6 engine, 5-speed box, 17-ft. 6-in. flat.

1945 FODEN 8-wheeler long-wheelbase tipper, 6LW, 19-ft. body, twin-tam gear, £125.

1942 LEYLAND TSC18 Twin Steer 20-ft. platform.

1953 GUY Otter P6 engine, 15-ft. platform body.

1951 KARRIER Bantam short-wheelbase tipper, hydraulic, brakes, £125.

1956 ALBION Reiver 0350 engine, 22-ft. platform.

1952 AUSTIN Loadstar Luton van.

1952 BEDFORD 2-ton parcels vans, choice of four.

1953 BEDFORD A-type Luton van.

1952 FORD Susex, P6 engine, 20-ft. platform body.

1952 THORNYCROFT TR6 tractor and trailer, 22 ft. 6 in.

1946 ATKINSON 8-wheeler double-drive long-wheelbase chassis and cab.

PHONE, CALL, WRITE

### USED UNITS.

WHITTLEFIELD,

BURNLEY, LANCs.

Phone, Burnley 2262.

800-21

A39



## Used Goods Vehicles (contd.)

**HARRY DANDO.**  
VAUXHALL AND BEDFORD MAIN DEALERS.  
WEST END GARAGE.  
CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines).

**YORK** trailers. We stock the full range of the new British-built York trailers, including Scammell-coupling models, maximum loading 16 tons, double-axle semi-trailers, 25 ft. long. Much the best trailers built today. **TRADE** for Wiltshire, Gloucestershire, Somerset, Devon and Cornwall.

**NEW VEHICLES.**  
**A.E.C.** Mustang chassis and cab, takes 21-ft. body, £3,612.  
**A.E.C.** Mercury long-wheelbase, takes 21-ft. body, £3,025.  
**A.E.C.** Mercury Mark II tractor unit, fitted with Scammell axle, £3,351 13s. 6d.  
**A.E.C.** Mercury Mark I tractor unit, complete with coupling, complete outfit, £3,351 13s. 6d.  
**A.E.C.** Bedford 6-ton medium-wheelbase (132 in), fitted with Bedford twin front ram tipping gear and wood drop-side body, £1,725.

**SPECIAL ALICENCE VEHICLES.**  
**BEDFORD** 1957 Boys trailing axle 6-wheeler, R6 engine, P6 platform body, good condition throughout, 4 tons 10 cwt. West Midlands licence, expires October 31, 1959.  
**GUY** 1957, 1953, P6, 2-cwt. alloy body, 18-ft. wheelbase, 19 cwt. Western Area licence expires March 24, 1961.  
**SEDDON** 1956, short-wheelbase tipper, Pilot tipping gear and body, Perkins P6 diesel engine, Western Area licence, 3 tons 11 cwt., expires March 24, 1961.  
**BEDFORD** 1954, 7-ton long-wheelbase platform, Bedford diesel engine, 2 tons 19 cwt. 2 qr., West Midlands licence, expires April 30, 1960.

**LONG WHEELBASE.**  
**E.R.F.** 1954 twin-steer SLW 21-ft. drop-side wood body, one owner, fitted with 10.00 by 20 tyres, in exceptional condition, £2,250.  
**BEDFORD** 1957 P6 Boys 24-ft. 6-wheeler, exceptionally good condition throughout, £1,700, choice of two.  
**BEDFORD** September, 1958, 300 diesel engine, long-wheelbase platform, 36 by 10, 1960.  
**ALBION** 1950 double-drive 8-wheeler, 24-ft. platform body, Albion engine. The complete machine is in exceptionally good condition throughout, £1,200.  
**BEDFORD** 1953 A-type Luton van, exceptionally good condition, petrol engine, just fitted with new body, approximately 900 cu. ft., in primer, £1,000.  
**E.C.** 2-cwt. moose, aluminium platform body, wood floor, exceptionally well maintained vehicle in good, clean, ready-to-work condition, £300.

**LEYLAND** Comet long-wheelbase, 1951, normal control, good condition throughout, 18-ft. platform body, £800.  
**DODGE** 1955 P6 long-wheelbase wood body tipper, 2-speed axle, £1,750.  
**BEDFORD** 1954 long-wheelbase, R6, good condition throughout, choice of two, £700.  
**DODGE** 1956, P6 wood double-drop-side body, exceptionally good vehicle, £600.  
**GUY** 1957, P6, 2-speed rear axle, platform body, clean machine and good mechanical condition, £550.  
**BEDFORD** 1954 A-type P6 long-wheelbase double-drop-side one owner, good condition, tyre fair, ready for use, £550.  
**BEDFORD** 1954 long-wheelbase truck, fitted with Meadows 4-cylinder diesel engine, good condition throughout, £475.  
**SEDDON** 1953 P6 long-wheelbase platform, fair condition throughout, £450.  
**FORD** 1956 D long-wheelbase double-drop-side, £450.

**JENSEN** 1952 6-ton long-wheelbase drop-side, Perkins P6 diesel engine, £450.  
**BEDFORD** 1953 A-type 5-ton, petrol, standard long-wheelbase platform, one very careful owner since new, £400.  
**SEDDON** 1948 long-wheelbase, Gardner 4LK engine, very good condition throughout, £400.

**GUY** 1957, P6, 2-speed, rear axle platform body, clean machine and good mechanical condition, £400.  
**LEYLAND** Comet 1948, long-wheelbase platform, £350.

**FORDEN** 1937 8-wheeler, platform, Gardner 6LW diesel engine, £325.  
**BEDFORD** 1951 7-ton long-wheelbase platform, petrol engine, £325.  
**MAUDSLAY** 1948, A.E.C. 7.7 engine, twin steer platform body, fair condition, £250.  
**SEDDON** 1947 P6 long-wheelbase double-drop-side, £200.  
**ALBION** 1947 6-ton long-wheelbase drop-side, Perkins A6 diesel engine, £100.  
**THORNycroft** 1949 long-wheelbase, diesel engine, poor condition, £100.  
**VULCAN** 1949 long-wheelbase platform, Perkins P6 diesel engine, £100.  
**COMMER** 1951 long-wheelbase platform, Commer petrol engine, £50.

## TRAILERS AND ARTICULATED.

**E.R.F.** 1946, Gardner 5LW, complete with new 20-ft. trailer, in the well, 15-20-ton Dyson low-loading trailer and Tasker 14-ton platform tandem-axle semi-trailer, all S.A.E. coupling, will split, the tractor unit is ex-well-known C licence operator, is in outstandingly good condition, complete outfit, £3,000.  
**DYSON** new 15-20-ton low-loading semi-trailer, 20 ft. in well, vacuum brakes, £1,575.  
**B.M.C.** SCAMMELL 1956 tractor unit only, good condition, £600.  
**YORK** new 10-ton 25-ft. platform trailer, S.A.E. coupling, 9.00 by 20 tyres, £728.  
**ALBION** 1951 4-cylinder diesel, 25-ft. Carrimore close-coupled semi-trailer, £675.  
**TASKER** platform double-axle semi-trailer air brakes, modern trailer in exceptionally good condition, Tasker coupling, £600.  
**CARRIMORE** 12-ton 25-ft. platform trailer, exceptionally good condition, air brakes, S.A.E. coupling, £450.  
**ADLERSEY** 10-ton full-trailer low-loader, 12 ft. in well vacuum brakes, complete with drawbar knock-out axle, £350.  
**B.T.C.** 20-ft. boxvan, semi-trailer, B.T.C. coupling, £125.  
**TASKER** 20-ft. boxvan, semi-trailer, B.T.C. coupling, £125.  
**BEDFORD-SCAMMELL** 1948 tractor unit, choice of two, £100 each.  
**BEDFORD** 1947 Scammell tractor unit, £50.

(Continued in next column)

## Used Goods Vehicles (contd.)

**TIPPERS.**  
**SEDDON** 1956, Pilot underbody gear, wood body, one owner vehicle in really good condition, £900.  
**MAUDSLAY** 1949 8-ton tipper, A.E.C. 7.7 engine, quite good condition throughout, £600.  
**BEDFORD** 1955 5-ton A-type petrol tipper, Telehoist underbody tipping gear, steel body, one-owner machine in exceptionally good condition throughout, £450.  
**AUSTIN** 1955 5-ton steel-body petrol tipper, clean condition, £425.  
**COMMER** 1952 P6 standard wood body tipper, £400.  
**BEDFORD** 1953 petrol 5-ton steel body, excellent condition throughout, £250.  
**DODGE** 1947 P6 medium-wheelbase wood body tipper, £100.  
**VULCAN** 1949 P6 standard tipper, £100.

**VANS.**  
**LAND ROVER** 1957 88-in. wheelbase, petrol, £400.  
**BEDFORD** 1946 10-12-cwt. Utility van, Bedford petrol engine, £350.  
**LAND ROVER** 1952 88-in. wheelbase, petrol, £275.

**HARRY DANDO.**  
VAUXHALL AND BEDFORD MAIN DEALERS  
WEST END GARAGE.  
CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines). 800-50

**SAVILLE MOTOR SALES, LTD.**  
MAIN VAUXHALL AND BEDFORD DEALERS,  
HARVESTER HOUSE,  
STRATFORD-ON-AVON.  
Phone 3681 (10 lines).

**1957** Thames 4D drop-side lorry.  
**1956** COMMER TS3 diesel 7-ton drop-side lorry.  
**1956** Model DODGE diesel 7-ton long-wheelbase platform lorry, 2-speed axle.  
**1951** Thames diesel 5-ton, strip-down cattle container.  
**1951** BEDFORD petrol 2-3-ton platform lorry.  
**R. REDBROOK, MONMOUTH.**  
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**SEDDON** Mk. 5L long-wheelbase tipper, 1956, Eaton 2-speed axle, 9.00 by 20 tyres, £1,050.  
**SEDDON** Mk. 5L long-wheelbase tipper, 1956, Eaton 2-speed axle, 9.00 by 20 tyres, £980.  
**SEDDON** Mk. 5510 tipper, 1956, new engine recently fitted, tyres good, £975.  
**COMMER** TS3 tipper, 1955, 7-tonner, tyres fair, £925.  
**BEDFORD** 6-ton tipper, 1958, Bedford engine, one owner, £895.  
**BEDFORD** 7-ton tipper, 1957, diesel, very clean, £850.  
**DODGE** 144AR6 tipper, 1954, tyres reasonable, a clean vehicle, £850.  
**COMMER** diesel tipper, 1954, reasonably clean vehicle, £595.  
**DODGE** 103AP6 tipper, 1951, new engine recently fitted, tyres fair, £395.

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**NEW E.R.F.** 8-wheeler, 6LW, double drive, 9.00 by 20 tyres, chassis and cab, bodywork to requirements.  
**A.E.C.** Matador 4 x 4 fixed-side lorries, ex-W.D., in excellent condition, choice of two.  
**1957** COMMER TS3, diesel, fitted Boys 6-wheel conversion, 22-ft. drop-sided body, in first-class condition, price £650.  
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**1957** COMMER TS3 7-ton tipper, short wheelbase, 9.00 by 20 tyres, 2-speed axle, in excellent condition.  
**1952** FORD ET6 short-wheelbase, Anthony Holt, steel-bodied, power-operated winch, on 7.50 by 20 heavy-duty tyres, P6 engine, in very good condition.  
**1948** ATKINSON 8-wheeler, double-drive axles, 24-ft. drop-sided body, 40 by 8 tyres, in very good condition.

**1950** A.E.C. 8-wheeler, double-drive axles, 9.6-litre engine, and hydraulic tipper, 10.00 by 20 tyres, 18-ft. alloy body.  
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**1956** B.M.C. diesel tractor, no articulated trailer, one C-lit licence user, diesel, excellent order, £390.  
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**1955** BEDFORD P6 diesel 5-ton long-wheelbase platform truck, excellent order throughout, £485.  
**1954** Model SEDDON P4 diesel long-wheelbase truck, excellent order throughout, £475.  
**1954** AUSTIN 5-ton long-wheelbase double-drop-side truck, one C-lit licence user, £125.  
**1954** Model AUSTIN 5-ton 5-cu.-yd. tipper, £325.  
**1952** BEDFORD 7-ton long-wheelbase truck, one owner, £325.  
**1950** FORD ET6 5-ton 5-cu.-yd. steel body tipper, good condition, £125.  
**1949** COMMER 5-ton long-wheelbase truck, one C-lit licence owner, £165.  
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**1953** MORRIS 5-ton diesel double-drop-side.  
**1952** DODGE 6-ton petrol, alloy platform, 8.25 by 20 tyres, Eaton axle set.  
**1951** THORNycroft 8-wheeler drop-side.  
**1952** THORNycroft 8-wheeler 6LW drop-side.  
**1954** THORNycroft Trident long-wheelbase double-drop-side.  
**1953** E.R.F. 4-wheeler, 4LW, air brakes.  
**1954** E.R.F. 8-wheeler, 6LW.

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**N**EW COMMER 8-9-ton, latest cab, 18-ft. drop-sider, air brakes, 900 by 20.  
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**1948** E.R.F. 8-ton tipper with Eastern special A licence.  
**1956** FORD 4D tipper, short-wheelbase.  
**1956** FORD 4D 16-ft. drop-sider.  
**1955** DENNIS Stork, 14-ft. drop-sider.  
**1950** DODGE 105, 17-ft. platform.  
**1950** VULCAN, 17-ft. platform.  
**1949** JENSEN, all-alloy 23-ft. platform.  
**1948** MAUDSLAY Mogul Mark II, 20-ft. platform.  
**1945** Ditto, £125.  
**1940** E.R.F. twin-steer, 4LW, above average.  
**1940** FODEN 8-ton 16-ft. drop-sider.  
**1946** ALBION CXI 8-ton 16-ft. platform.

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**1956** (Registered) COMMER 7-ton 18-ft. platform.  
**1954** (Registered) COMMER QX 5-ton short-wheelbase tipper.  
**1950** COMMER QX 7-ton 16-ft. platform.  
**1954** COMMER Q4 6-ton 16-ft. 6-in. drop-sider.  
**1954** BEDFORD 7-ton long-wheelbase Telehoist tipper, 14-ft. hollow plank alloy construction, double-drop-side, 9 cu. yd. body, £375.  
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**O**NE 1956 B.M.C. 5-6-ton, diesel, drop-side body, ex C licence.  
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**1957** BEDFORD long-wheelbase tipper, diesel engine, £1,050.  
**1947** BEDFORD platform lorry, £150.  
**1946** BEDFORD drop-side lorry, £150.  
**1949** MAUDSLAY long-wheelbase drop-sided truck, fitted with Gardner 4LW engine, £250.  
**1955** DODGE 103BP6 short-wheelbase tipper.  
**1956** FORD 128-in. 4D engine short-wheelbase tipper, steel body.

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**B**RAND-NEW Commer TS3, Albion Chieftain, Bedford A licences, East Midlands, North West, Metropolitan, South Eastern Areas.  
**B**RAND-NEW Bedford, Commer, Leyland and similar artic. lorries, with special A licences, Northern Area; price on application.  
**1958** Model A.E.C. Mammoth Major 6-wheeler, 24-ft. platform, small mileage, as brand new, been carefully used and maintained by owner-driver, with special A licence 7 tons, North West Area, £4,650.  
**1957** DODGE diesel 6-7-ton long-wheelbase drop-side lorry, 8.25 by 20 tyres, been carefully used and maintained, and immaculate condition, with special A licence 3 tons 9 cwt., Metropolitan, South Eastern and Northern Areas, £1,975.  
**1958** (Registered) BEDFORD artic., with special A licence for tractor and trailer, North West Area, £1,650.  
**1955** GUY Otter 10-12-ton artic. lorry, 23-ft. trailer, Perkins P6, 2-speed axle, clean condition, with special A licence, Northern and North West Areas, £1,875.  
**1955** LEYLAND Comet forward-control 8-10-ton long-wheelbase lorry, 20-ft. platform, immaculate condition, appearance as brand new, only £1,375.  
**1955** ALBION Chieftain 6-7-ton long-wheelbase lorry, been carefully used and maintained, as new, with special A licence 3 tons, East Midlands Area, only £1,750.  
**1955** SEDDON 6-7-ton long-wheelbase lorries, very clean and good condition throughout, have to be seen, with special A licence 3 tons, East Midlands Area, choice of two from £1,475.  
**1950** COMMER QX 7-ton long-wheelbase lorry, with special A licence 3 tons, East Midlands Area, only £1,000.  
**1956** Model COMMER TS3 7-ton long-wheelbase lorry, 12-ft. clean, long, 5.6 ft. 10 in. wide, 5 ft. 11 in. high, first registered 1946.  
**1955** BEDFORD 5-6-ton long-wheelbase lorry, Perkins P6, Baico extension, 17-ft. platform, very clean, only £450.  
**1955** BEDFORD diesel 5-6-ton short-wheelbase tipper, clean condition, only £450.  
**1954** AUSTIN forward-control 5-6-ton long-wheelbase tipper, £275.  
**O**NE Luton van body, approximately 1,200 cu. ft., good condition, will fit most chassis, only £150.  
**A**LBION Luton van, 1.1 cu. ft., Perkins P6, very clean condition, only £175.  
**O**NE Carrimore 4-wheeled low-loading trailer with 8-ft. 3-in. well, tyres as brand new, only £75.

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**T**WO 1950 FODENS, fitted with 6LW Gardner engines, 24-ft. alloy bodies, on 9.00 by 20 tyres, condition immaculate.  
**S**EVERAL A.E.C., Leyland and Foden 8-wheel tippers, all fitted with 21-ft. wooden bodies, Pilot tipping gears on 9.00 by 20 tyres; these vehicles are working daily and can be inspected by appointment.

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**B**EDFORD 3-4-ton long-wheelbase boxvan, approximate dimensions, 13 ft. 5 in. long, 6 ft. 10 in. wide, 5 ft. 11 in. high, first registered 1946.  
**C**OMMER Q4 5-ton long-wheelbase platform lorry, first registered 1951.  
**S**EDDON diesel 6-7-ton long-wheelbase tipper, 14 ft. by 7 ft. with 3-ft. sides, Pilot twin vertical gear, first registered 1948.  
**S**EDDON diesel Mk. 15 73-ton platform lorry, 18 ft. by 7 ft. 4 in., one owner, first registered August, 1957.  
**T**HORNYCROFT Trident with separate boxvan body, 12 ft. 10 in. by 7 ft. 5 in. by 5 ft. 11 in., height 7 ft. 3 in., unladen weight 4 tons 4 cwt. 58 lb., one owner, first registered 1952.  
**V**ULCAN P6 diesel long-wheelbase van, approximate interior dimensions, 16 ft. long, 7 ft. wide, 5 ft. 7 in. high, first registered 1949.

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**A**LBION Chieftain long-wheelbase tipper, 1955.  
**S**EDDON, 1949, fitted P6 engine, and 16-ft. platform body.  
**A**LBION Chieftain, July, 1954, fitted 16-ft. 6-in. drop-side body.  
**F**ODEN 6-wheeler single-drive with reconditioned Gardner, 6LW, 24-ft. platform, 1945.  
**M**AUDSLAY Mogul, 7.7 engine, 20-ft. platform body, 1949.  
**C**OMMER QX with platform body, 1949.

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**1952** Thames 2-ton boxvan.

**1952** BEDFORD 30-cwt. Spurling van, one owner.

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**1950** Thames ET6 long-wheelbase 5-ton, £70.

**T**WO 1949-50 COMMER forward-control horseboxes, £475-£495.

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**C**OMMER TS3 chassis-cab, long wheelbase, 9.00 by 20 tyres, air brakes, demonstration, choice three, well under list.

**F**ORD 5-ton long-wheelbase platforms, P6, well used, at £225, painted blue and black, choice of two.

**F**ORD 10-12-cwt. van in grey primer, unregistered, used as demonstration, new, well under list.

**A**USTIN 13-seater Camioncab in grey primer, de luxe model, well under list, ex demonstration.

**A**USTIN 25-cwt. Luton van, 1952, one owner, £125.

**C**OMMER 25-cwt. van, good runner, £55.

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**1955** COMMER 30-cwt. Q25 drop-side truck, vehicle finished in primer, very nice condition for year, petrol, £300.

**1947** SEDDON platform truck, fitted with Perkins P6, tyres good, engine fair condition, reasonable vehicle, £350.

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**1953** 8-wheel 6LW double-drive chassis and cab.  
**1952** 4-wheeler, latest 2-stroke, to take 22-ft. body.  
**1951** ALBION Chieftain, fitted roller springs, 9.00 by 20 tyres, chassis and cab, 19-ft. flat.  
**1950** LEYLAND Super: Comets.  
**1949** LEYLAND Comets, 20-ft. flats.  
**1948** 4.4 (G).  
**1947** FODEN 8-wheel tipper.  
**1946** A.E.C. 9.6 8-wheeler double-drive chassis and cab.

#### USED 8-WHEELERS.

- 1956** LEYLAND 600, fitted with 24-ft. flat, immaculate condition.  
**1955** LEYLAND 600, double drive, 24-ft. flat.  
**1954** FODEN, latest 2-stroke Mark V engine, double drive, first-class machine throughout.  
**1953** LEYLAND 600 engine, double drive, 24-ft. flat.  
**1952** FODEN 6LW, double drive, 24-ft. flat, first-class condition.  
**1951** FODEN, 6LW, double drive, fitted 24-ft. alloy flat.  
**1950** MAUDSLAY, fitted 9.6 5-speed box, 24-ft. flat, been used from new by C-Licence operators.  
**1949** A.E.C. 9.6, double drive.  
**1948** SCAMMELL, 6LW; choice of two.  
**1947** ATKINSON, 6LW, double drive.  
**1946** A.E.C. 9.6, double drive.  
**1945** A number of cheap 8-wheelers, including E.R.F., A.E.C., etc., from £300 each.

#### USED TIPPERS.

- 1956** LEYLAND, double drive, fitted with new Milshaw twin-ram gear with latest-type rack and pinion.  
**1955** THORNYCROFT sturdy, medium wheelbase, fitted reconditioned engine, Anthony hoist gear body and steel.  
**1954** BEDFORD A type, petrol, fitted new gears and bodies, choice of three.  
**1953** ALBION HD 8-wheeler, fitted new Milshaw gear and body.  
**1952** FODEN, fitted reconditioned engine, new tipping gear and rack stabilizer and 22-ft. 6-in. alloy fixed-sided body.  
**1951** A.E.C. 9.6 double-drive 8-wheeler, Pilot gear and 20-ft. wood body.  
**1950** DENNIS tipper.  
**1949** 47 E.R.F., 7.7, fitted with tipping gears and new wood bodies, choice of four.  
**1948** ALBION Chieftain medium-wheelbase tipper, fitted new gear and body.  
**1947** FODEN, 6LW, fitted with new gear and fixed-sided body, 18 ft. 6 in.  
**1946**

#### USED 6-WHEELERS.

- 1951** SENTINEL 6-wheeler, direct-injection engine.  
**1948** DENNIS, fitted 22-ft. 6-in. body, double drive.  
**1947** DENNIS, fitted Boys extension.

#### USED TWIN STEERS.

- 1950** MAUDSLAY twin steers, chassis and cab, choice of two, £500 each.  
**1948** MAUDSLAY, fitted 7.7, 5-speed box, choice of four.

#### USED 4-WHEELERS.

- 1956** COMMERCIAL TS3, fitted 9.00 by 20 tyres, 18-ft. bodies, in first-class condition, choice of two.  
**1955** COMMERCIAL TS3, fitted with 19-ft. drop-sided body.  
**1954** E.R.F. 4LK drop-side lorry.  
**1953** MAUDSLAY 7.7 20-ft. flat.  
**1952** ALBION HD, fitted with trailer equipment, all new tyres, in first-class condition.  
**1951** E.R.F. long-wheelbase, fitted with 6LW, immaculate condition.  
**1950** ALBION CX, choice of three.  
**1949** 48 MAUDSLAY, 7.7 engine, 4LW, choice of four.  
**1948** 49 E.R.F., fitted 7.7, choice of five.  
**1947** E.R.F., 6LW, 18-ft. 6-in. drop-sided body, trailer model.  
**1946** A.E.C. Monarch, fitted with 22-ft. alloy body, as new.  
**1945** ALBION Chieftain, drop-sided body.  
**1944** COMMERCIAL 2-stroke, overdrive, 9.00 by 20 tyres, as new.  
**1943** BEDFORD (Bedford's own oil engine) 7-tonner.  
**1942** COMMERCIAL long-wheelbase, 9.00 by 20 tyres.

- OVER 50** 4-wheelers to choose from.  
**1948** SCAMMELL, 6LW.  
**1943** SCAMMELL, ex-petrol company.  
**1942** SCAMMELL 6LW 45-tonner.

#### USED TRACTORS.

- 1948** SCAMMELL, 6LW.  
**1943** SCAMMELL, ex-petrol company.  
**1942** SCAMMELL 6LW 45-tonner.

(Continued in next column)

## Used Goods Vehicles (contd.)

- 1938** SCAMMELL low-loader, fitted with 6LW engine, Carrimore low-loading trailer, knock-out axle, 16-ft. 6-in. well, all new tyres on trailer, 14.00 by 20; cheap to clear.  
**A** Number of all types of trailers.

#### USED ARTICULATED.

- 1955** SEDDON, R6, fitted with 22-ft. Carrimore trailer.  
**A** All classes of articulated and 4-wheeled trailers.  
**S** PARES for all types E.R.F., A.E.C., Foden, including engines, 7.7, Perkins P6, Perkins R6, 4, 5 and 6LW, 9.6 A.E.C.  
**D** IFFERENTIALS and gearboxes for all models, cheap to clear.

#### NIGHT PHONE.

**MIRFIELD 3183, 2160.**

WALES:

S. COWDELL, NEWPORT 59856. 800 450

#### BIRMINGHAM COMMERCIAL OFFER:—

- 1954** AUSTIN 2-ton Luton van, 750 c.c.  
**1952** BEDFORD 5-ton Luton van, 1,150 c.c.  
**1954** BEDFORD 7-ton long-wheelbase (Comet engine).  
**1955** BEDFORD 7-ton long-wheelbase (P6 engine).  
**1955** BEDFORD tractor, 25-ft. trailer.  
**1949** E.R.F. 4LK, 1/A body.  
**1955** E.R.F. 4LK, 1/A body.  
**1948** FODEN 8-wheeler (just rebuilt).

#### TERMS AND EXCHANGES.

**560 COVENTRY ROAD,**

**BIRMINGHAM, 10.**

Phone, Victoria 0437-8. 800-159

#### DON EVERALL, LTD.

- 1958** AUSTIN Omnitruck, 2-tone paint, many extras, one owner, £495.  
**1958** AUSTIN Omnicoach, 2-tone paint, heater, 11,000 miles, first-class condition, £535.  
**1957** COMMERCIAL Cob van, blue, fitted with rear passenger seat, £325.  
**1957** STANDARD 6-cwt. van, black, heater, £295.  
**1955** November, BEDFORD 7-ton long-wheelbase drop-side lorry, one owner, low mileage, £525.  
**1953** BEDFORD-SCAMMELL 8-ton, 22-ft. straight-frame trailer, £625.  
**1952** LEYLAND Steer, one C-Licence owner, good running order, 20-ft. double-drop-side body, at £595.  
**1951** LAND ROVER and trailer, one owner, £260.

#### DON EVERALL, LTD.

34 CLEVELAND ROAD,

Wolverhampton 23212. 800-288

#### MARSHALLS (CAMBRIDGE), LTD.

OFFER THE FOLLOWING

#### USED COMMERCIAL VEHICLES:—

- A** T Airport Garage, Newmarket Rd., Cambridge. Phone, Cambridge 56291.  
**1955** AUSTIN A40 van, low mileage, good tyres, unlettered, £300.  
**1955** BEDFORD 12-cwt. van, excellent condition, £125.  
**1950** AUSTIN 5-ton Lodestar chassis-cab, tyres and mechanical condition good, cab poor, £80.  
**1948** AUSTIN 3-way 25-cwt. vans, choice of three, £100.  
**1946** BEDFORD 2-3-ton truck, good condition, £120.  
**1946** AUSTIN 2-3-ton truck, good condition, £120.  
**EX-W.D.** STANDARD 12 pick-up, choice of two, £55.  
**A** T 63 Bridge St., Peterborough. Phone, Peterborough 4641.  
**1956** BEDFORD Workabus, colour green, one owner, fitted with a heater and windscreen washers, in good condition.  
**1957** MORRIS pick-up, colour green, one owner, has done 11,000 miles only, in excellent all-round condition, ready for immediate service.  
**1955** BEDFORD 12-cwt. van, colour beige, with fitted heater, windscreen washers and drivers' partition, good tyres.  
**A** T 120 Goldingdon Rd., Bedford. Phone, Bedford 68386.  
**1953** AUSTIN 5-ton artic. P6 engine, 22-ft. Hands trailer, good condition, £465.  
**1953** COMMERCIAL 25-cwt. van, tyres and general condition good, £165.  
**1947** BEDFORD 2-ton pantechon, 900-cu.-ft. body, tyres and general condition very good, £125.

#### SPURLING CITY DEPOT OFFER:—

- 1958** BEDFORD 15-cwt. furniture van, mileage 7,000, in new condition.  
**1956** BEDFORD 5-ton long-wheelbase hydraulic tipper, petrol engine, Bonalack body.  
**1955** AUSTIN A40 van.  
**1956** BEDFORD 10-12-cwt. van.

#### HIRE-PURCHASE. PART-EXCHANGES.

**176-9 SHOREDITCH HIGH STREET,**

LONDON, E.1.

Phone, Shoreditch 8433. 800-417

## Used Goods Vehicles (contd.)

### OSWALD TILLOTSON, LTD.

SUMMIT WORKS,

BURNLEY.

Phone 2201-4.

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Bradford 23377-8-9.

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#### LARGE SELECTION OF USED VEHICLES IN STOCK AT SUMMIT WORKS, BURNLEY.

NEW A.E.C. and B.M.C. vehicles, immediate delivery.

- 1957** A.E.C. Majestic, twin steer, 22-ft. 6-in. body.  
**1956** COMMERCIAL TS3 diesel tipper, all-steel body, 12 ft. long.  
**1956** ATKINSON 4-wheeler, 4LK engine, 23-ft. body.  
**1956** ALBION Reiver, 24-ft. alloy-framed body, hardwood floor.  
**1956** GUY 8-wheel tipper, 22-ft. alloy U-shaped body.  
**1956** LEYLAND Octopus 600, 24-ft. 6-in. body.  
**1955** December, LEYLAND Comet 90 tipper, alloy body, in exceptional condition.  
**1955** BEDFORD articulated display van, fitted with its own generator, ventilation system, sink and refrigerator.  
**1954** THORNYCROFT Trident tipper, 12-ft. alloy U-shaped body.  
**1953** ALBION Chieftain tipper.  
**1953** SEDDON 16-ft. timber body, P6 engine, sound condition.  
**1953** THORNYCROFT Trusty long-wheelbase chassis-cab only, good condition.  
**1952** BEDFORD 7-ton 17-ft. 6-in. timber body, P6 engine, choice of two.  
**1952** LEYLAND Hippo 22-ft. timber body, good condition.  
**1950** MAUDSLAY Micor, 24-ft. 6-in. timber body, very good condition.  
**1948** Thornycroft, Albion and E.R.F. 8-wheelers, 24-ft. 6-in. flat, sound condition, very reasonable prices.  
**A** Large selection of pre-1949 4-wheelers, twin steers and 8-wheelers, 800-484

### ROSS GARAGES (SALES), LTD.

FENARTH ROAD, CARDIFF.

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ATKINSON AND SEDDON MAIN DISTRIBUTORS.

FORD AND ROOTES GROUP DEALERS.

#### NEW VEHICLES FROM STOCK.

- ATKINSON** 8-wheeler chassis-cab, Gardner 6LW, air brake, double drive, 40 by 8 tyres.  
**COMMERCIAL** 7-ton Rootes, diesel, air brakes, 13-ft. 6-in. wheelbase.  
**THAMES** Trader 6D 6-cu.-yd. tipper.

#### USED VEHICLES.

- 1955** FODEN 8-wheeler, platform body.  
**1952** VULCAN with 7.8-tonner platform body, Mark III, Meadows engine.  
**MAUDSLAY** 7.8-tonner, Gardner 5LW, will sell for spares value.  
**1956** ALBION 6LW chassis-cab, air brakes, Teacemil Syndromic lubrication. 800-476

### W. HAROLD PERRY, LTD.

MAIN FORD DEALERS.

FINCHLEY.

#### OFFER THE FOLLOWING SELECTION OF USED VEHICLES:—

- 1958** Thames 5-cwt. vans from £375.  
**1957** Thames 5-cwt. vans from £340.  
**1957** Thames 7-cwt. van, repainted, £350.  
**1956** Thames 5-cwt. vans from £295.  
**1955** FORDSON 10-cwt. vans from £225.  
**1956** FORDSON 10-cwt. vans from £240.  
**1958** BEDFORD Keni-brake, low mileage, 2-tone, £510.  
**1958** AUSTIN A35 vans, low mileage, all one owner, £375.  
**1950** FORDSON 5-ton petrol chassis and cab, good tyres, excellent condition, £125.  
**10%** Deposit or hire-purchase facilities to suit your needs.  
**INVICTA** WORKS, North Finchley, N.12.

**HILLSIDE 8888.**

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1 SPITAL ROAD, MALDON, ESSEX.

Phone, Maldon (Essex) 535-6.

- 1955** 7-ton COMMERCIAL TS3 diesel tipper, 6-cu.-yd. telescopic metal body, very clean vehicle, one owner, mechanical record available.  
**1950** BEDFORD-SCAMMELL artic. unit, converted to diesel P6.  
**1956** 18-ft. trailer with side boards, good unit.  
**1952** MORRIS 5-ton long-wheelbase diesel truck.  
**1952** BEDFORD 5-ton long-wheelbase truck, petrol, one C-Licence owner, well tired, clean vehicle.  
**1951** BEDFORD 3-ton long-wheelbase truck, petrol, one C-Licence owner, good, clean truck.

800-348

A43

Used Goods Vehicles (contd.)

**L. G. LEAVE, L.D.**  
FOURWAYS GARAGE,  
ARCLID, NEAR SANDBACH, CHESHIRE.  
Smallwood 225, 226

NEW vehicles for early delivery.  
FODEN 8-wheeler, 6LW engine, or new LX.  
FODEN 6- or 4-wheeler with Gardner or Foden engine.  
COMMER 7-ton short-wheelbase and long-wheelbase trucks.  
BEDFORD trucks or tippers, all models.  
1955 FODEN 8-wheeler, double drive, 4-speed box.  
1948 LEYLAND Octopus, very clean, ready for work.  
1945 SCAMMELL 8-wheeler, 6LW engine, 24-ft. alloy body.  
1957 AUSTIN B.M.C. 6-wheeler, Boys extension, 21-ft. 6-in. flat, small mileage, very clean.  
1952 FODEN 4-wheeler, 4LW engine, 18-ft. 6-in. flat; Aikins 4-wheeler, 4LW engine, double-drop-side body.  
1947 MAUDSLAY 4-wheeler, sound vehicle, cheap.  
1951 BEDFORD 5-ton long-wheelbase, Baico extension, 18-ft. 6-in. double-drop-side truck, P6 engine.

**TIPPERS.**  
1954 FORD Thames medium-wheelbase wooden-body tipper, P6 engine.  
DUE in shortly, several BEDFORD 5- and 7-ton short-wheelbase diesel tippers; also Dodge and Seddon.

**LES G. LEAVE, L.D.**  
FOURWAYS GARAGE,  
ARCLID, NEAR SANDBACH, CHESHIRE.  
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**SPURLING MOTOR BODIES, L.D.**  
"THE NAME BEHIND THE SALE."  
FOR "QUALITY TESTED SECURITY."  
BEDFORD 10-12-cwt. van, 1954-58.

1951 BEDFORD 3-ton boxvan, very good order, choice of several.  
1951 BEDFORD 5-ton boxvan, very good order.  
1958 BEDFORD Kenex Aristocrat, very low mileage.  
1955 BEDFORD 25-cwt. all-metal van.  
1954 BEDFORD 8-ton diesel tractor.  
1954 BEDFORD 10-ton diesel tractor.  
1958 BEDFORD 5-ton diesel tipper, Anthony gear body.  
OTHER makes and types available.

**PART-EXCHANGES, hire-purchase.**  
USED-VEHICLE INQUIRIES TO  
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CRICKLEWOOD, N.W.2  
Gla 2727 and 6687-8-9

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1951 BEDFORD 8-ton tractor unit, Tasker couplings.  
1953 BEDFORD CA large-capacity van, one owner.  
1957 BEDFORD 15-cwt. builder's truck, one owner.

**OVER HALL GARAGES, L.D.**  
STAINES ROAD, BEDFORD, MIDD.  
Ashford 5741, 800-312

1955 BEDFORD A-type diesel, extended chassis, new aluminium body, fibre-glass roof, approximately 1,550 cu. ft., very nice machine, £850.  
1958 Registered LEYLAND 6-wheel tipper, Pilot, £900.  
AMERICAN Mac tractor with two winches and Dyon low loader, 4 in line, 1,400 by 20 tyres, knock-out axle, 17-ft. 6-in. well, specimen machine, £945.  
E. FORSHAW, Dover, St., Wigan 3715. After hours Wigan 2624, 3035. 800-225  
LARGE selection of new and used light commercial vehicles from £100.  
L. H. SPRING, 108 Alexandra Park Rd., N.10. Enter-prise 7667. 800-425

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LONDON COMMERCIAL DEALERS.

NEW COMMERCIAL 12-ton articulated unit, 25-ft. 12-ton semi-trailer with special A licence.  
NEW COMMERCIAL 7-ton standard short-wheelbase tipper, 5-speed gearbox, air brakes, 9.00 by 20 tyres.  
NEW COMMERCIAL Unipower 6-wheeler chassis-cab, air brakes, 9.00 by 20 tyres, 21-ft. 6-in. platform.  
NEW COMMERCIAL Rootes diesel long-wheelbase drop-side truck, air brakes, with special A licence.  
1958 COMMERCIAL Rootes diesel, 13-ft. 6-in. wheelbase platform, air brakes, £25 by 20 14-ply tyres, immaculate, with special A licence Met. Arc. 800-225  
1957 DODGE R6 Mk. II, 19-ft. body with 3-ft. drop side.  
1955 Thames 5-ton 4D long-wheelbase truck, excellent condition.  
1957 BEDFORD diesel 5-ton short-wheelbase tippers, choice of two, splendid condition.

**38 UXBRIDGE ROAD,**  
EALING, W.5.  
Phone, Ealing 7987; Uxbridge 5022.  
After hours, Western 1321. 800-418

Used Goods Vehicles (contd.)

**PERRY'S OF SOUTHEND-ON-SEA**  
OFFER  
A SMALL SELECTION OF THEIR  
COMMERCIAL VEHICLES.

**VANS.**  
1957 COMMERCIAL 8-cwt. delivery van, green-green, exceptional condition, £395.  
1954 FORD Thames 10-cwt. van, in good condition, £240.  
1954 MORRIS COWLEY 10-cwt., very good condition, £295.  
1956 AUSTIN 10-cwt. van, £325.

1948 2-ton BEDFORD Luton van, approx. 600 cu. ft., exceptional condition for its year, taxed, £200.

**TRUCKS.**  
1956 FORD Thames 3-ton long-wheelbase drop side, 4-cyl. diesel, £565.  
1954 FORD Thames long-wheelbase drop-side, 3-ton, 4-cyl. diesel, £375

**TIPPERS.**  
1953 Thames, P6 diesel, Anthony 5-cu.-yd., good condition, £425.  
1956 DODGE P6 diesel, 6-cu.-yd. Anthony tipper, reconditioned throughout, exceptional condition, £895.

**UTILITIES.**  
1956 BEDFORD Utilibrake, resprayed two-tone, very good condition, £425.

**W. HAROLD PERRY, L.D.**  
USED COMMERCIAL DEPARTMENT.  
KENT ELMS CORNER, SOUTHEND, ESSEX.  
Write, Call, Phone: Eastwood 525232. 800-215

**PETERBOROUGH ENGINEERING CO.**

NEW DODGE 3146AY chassis-cab, 2-speed, air brakes.  
NEW DODGE 3126AP chassis-cab, 2-speed axle, HD tyres.  
NEW DODGE 3145BR chassis-cab, 2-speed axle, air brakes.  
NEW GUY Warrior, 15-ft. 9-in. wheelbase, chassis cab.  
1956 DODGE 146AR6 18-ft. drop-side truck, £875.  
1954 DODGE 105AF6 platform, with cattle container, £950.  
1955 DODGE 106P6 drop-side truck, very clean, £750.  
1956 DODGE 106CP6 drop side truck, £650.  
1943 6 E.R.F. C15 tractors, 5th-wheel couplings, choice of two, £300.  
1954 DODGE 105AP6 long-wheelbase platform, one owner, clean, £700.

**44 EYE ROAD,**  
PETERBOROUGH.  
Phone 6161. 800-479

**COM MOTORS, L.D.**

1957 AUSTIN 5-ton short-wheelbase tipper, immaculate condition, £625.  
1957 FORD 5-cwt. van, one owner, exceptional, £320.  
1956 BEDFORD 10-12-cwt. vans, one owner, immaculate throughout, choice of two from £275.  
1956 FORD Thames 4D 2-ton diesel standard van, low mileage.  
1955 AUSTIN 3-ton forward-control long-wheelbase diesel trucks, one owner, £550.  
1953 BEDFORD 3-ton long-wheelbase truck, one owner, £350.  
LARGE variety of used commercial vehicles always available and covered by our three months' guarantee.  
FORTRESS GROVE, Fortress Rd., Kenilworth, London, N.W.5, Gulliver 5888-9. 800-454

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MAIN DENNIS DISTRIBUTORS  
(NO CONNECTION WITH ANY OTHER FIRM).  
FOR GOOD USED VEHICLES.

1949 AUSTIN 25-cwt. 3-way van, good condition, one owner.  
1952 DENNIS Max, long wheelbase, 5-speed, 18-ft. platform, one owner.  
1952 December, FORD Thames 4D, platform, excellent tyres, nice condition.  
1949 BEDFORD 5-ton, very sound condition, drop-side body.

**I'VEL WORKS,**  
BIGGLESWADE.  
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**THE NIGHTINGALE ENGINEERING CO., L.D.**

NEW ATKINSON 8-wheelers, 6LW and 6LX, double-drive or single-drive, immediate delivery.  
1957 LEYLAND Comet articulator with 26-ft. York trailer, with Scammell coupling.  
1958 (Registered) FODEN 6-wheeler platform, double-drive, 40 by 8 tyres, small mileage.  
1956 (Registered) FODEN 6-wheeler, 22-ft. platform, excellent condition.  
1957 DENNIS Jubilant, 24-ft. platform, excellent condition.  
1955 AUSTIN 30-cwt. van.  
1953 E.R.F. TS platform.  
1948 SCAMMELL trailer with 25-ton low-loading trailer and 17-ton Tandem trailer.  
1949 QX COMMERCIAL with Gardner 4LW engine.

**WESTERN LANE, London, S.W.12. Battersea 2193. 800-300**

Used Goods Vehicles (contd.)

**TILBURY'S (SOUTH) LTD.**  
CENTRAL STATION BRIDGE ROAD,  
SOUTHAMPTON.  
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SEDDON DIESEL DISTRIBUTORS,  
COMMER/KARRIER MAIN DEALERS (HEAVY).  
**PART-EXCHANGES ARRANGED.**

**TERMS from 10%.**

1955 DODGE diesel 106, fitted with 17-ft. 6-in. platform alloy body and twin-speed axle, one owner, excellent condition.  
1955 SEDDON Mk. 5L, fitted with 17-ft. platform body, de luxe cab, one owner, above average condition.  
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1951 SEDDON diesel Mk. 8, P6, Scammell tractor unit.  
1950 SEDDON diesel Mk. 5L tractor unit with Carimore coupling.  
1950 MAUDSLAY drop-side, fitted with 7.7 A.E.C. engine.  
1950 SEDDON diesel Mk. 5L articulated tractor unit, complete with semi-trailer, bulk grain carriers, gravity discharge, the complete vehicle in excellent condition throughout.  
1949 COMMERCIAL Superdiesel, Perkins diesel platform truck, considerably above average condition.  
A ALWAYS in stock, diesel-engined vehicles between £200-£400. 800-472

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EARLY OR IMMEDIATE DELIVERY ON ALL THAMES MODELS.

1952 BEDFORD 7-ton, Baico extension, £200.  
1954 Thames 4D short-wheelbase truck, £290.  
1955 Thames 4D platform truck, Baico extension, £495.  
1952 Thames 4D tipper, choice of two, £335.  
1956 BEDFORD CA van, radio and heater, £300.  
1957 BEDFORD van, low mileage, £355.

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VINCENT' WALK, SOUTHAMPTON.  
Phone, Southampton 28331.  
ALSO AT CHANDLERS FORD. PHONE 2271. 800-371

**WEYBRIDGE AUTOMOBILES, L.D.**  
QUEEN'S ROAD, WEYBRIDGE.  
Weybridge 2233.

1951 November, Bradford travelling shop, in very good order, engine and brakes recently overhauled, one owner, £65.  
1947 AUSTIN 2-ton drop-side truck, condition very good, bodywork sound, engine very good mechanically, £90.  
1954 August, FORD 5-cwt. van, in very good condition, mechanical order, £145.  
1955 20-cwt. TROJAN van, one owner, mechanically very good, £195.  
1955 AUSTIN A40 van, colour blue, one owner, £235.  
1956 AUSTIN 152 omnivan, one owner, good mechanical order, painted blue and white, £400. 800-387

**GILBERT RICE, L.D.**  
HORSHAM, SUSSEX.  
Phone 4331.

1958 15-cwt. Thames builders' truck, customer exchanging to larger FORD truck, new price £620, a bargain, £490.  
1957 BEDFORD 6-ton diesel truck, reconditioned engine, new body, excellent tyres, painted green, in first-class order throughout, £950.  
1946 DODGE 5-ton truck, serviceable vehicle, £95.  
1956 MORRIS J2 van, recellulosed, one owner, mileage 25,000, £335.  
1954 MORRIS J-type van, recellulosed back and maroon, excellent condition, £225. 800-384

1955 COMMERCIAL tractor unit with P6 engine and fifth-wheel couplings, excellent condition, £550.  
1953 SEDDON tractor unit, three of, fifth-wheel coupling, each £300.  
1952 E.R.F. lorry, unladen weight 4 tons 13 cwt. 64 lb. a bargain at £900. Millburn Motors Ltd., 51-79 Millburn St., Glasgow, N.1. Phone, Bell 0073. 800-231

**RLHC** BEDFORD, petrol, 4 x 4, painted cream, twin rears, alternative bodies. Bode limit spreader, Bedford platform, excellent condition. Kelly, Wigmore, Leominster, Herefordshire. Phone, Wigmore 284. 800-4490

1954 Registered FODEN 8-wheeler Pilot tipper, in immaculate condition, with wrap-round cab, reconditioned throughout, fitted new tyres, ready for immediate work.  
1954 BEDFORD P6 platform body, good tyres.

1955 THORNYCROFT Sturdy Special CR6 engine, 9.00 by 20 tyres, 20-ft. platform body, excellent condition.  
1950 MAUDSLAY Mustang twin steer, A.E.C. 7.7 21-ft. platform, double drop side.  
1948 Mogul Mk. II, 17-ft. 6-in. platform body, well tired, ready for immediate service.  
1945 SCAMMELL rigid 8-wheeler, 24-ft. 6-in. platform body, 40 by 8 tyres rear and 36 by 8 front.

**DUROSE GARAGE,**  
AUTHORIZED A.E.C. DEALERS,  
LIVERPOOL ROAD,  
NEWCASTLE, STAFFS.  
ON THE A34.  
Phone, Newcastle, Staffs, 52291. 800-411

Used Goods Vehicles (contd.)

**G. S.**

1955 DO in appearance.  
1955 DO in excellent condition.  
1954 pl...  
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1950 M...  
1950 M...  
1950 M...  
1954 B...  
1957 B...  
1953 in...  
G.

**HALE**

**VANS.**  
1956 B...  
1950 C...  
1953 F...  
1953 in...  
TIPPERS.  
1938 E...  
NEW vehic...  
AUSTIN, I...  
C

£425.  
£425.  
£275.  
£195.  
£250.  
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£475.  
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£170.  
£145.  
£140.  
£100.  
£150.  
£250.  
ENGINES.

J. W. RAY  
J. GATFORD  
SAYERS C...  
226.

FORD T...  
SCAMM...  
£14.00 by...  
1956 B...  
1956 B...  
1953 B...  
1958 B...  
1955 B...  
HIRE-PUR...  
CONNOR...  
Follards

## Used Goods Vehicles (contd.)

### G. S. O'SCROFT AND CO. LTD.

MAIN BEDFORD DEALERS.

- 1955** DODGE 145 AR6 long-wheelbase platform truck in excellent condition, diesel engine, good appearance.
- 1955** DODGE long-wheelbase 5-ton drop-side tipper, twin front-end-tipping gear, Perkins P6 engine, in excellent condition.
- 1954** GUY Otter 7-ton, Gardner 4LK engine, alloy platform, 2-speed rear axle, in fair condition.
- 1952** COMMER 7-ton QX medium-wheelbase tipper, under-floor tipping gear, new engine fitted 3,000 miles, 2-speed axle, in excellent condition throughout.
- 1950** MAUDSLAY Mustang twin steer 21-ft. platform truck, new cab just been fitted, in excellent condition.
- 1950** ALBION CX5 6-wheeler tipper, double drive, twin-ram Pilot tipping gear and Pilot body, new engine fitted 18 months, in excellent condition.
- VANS.**
- 1954** BEDFORD Dormobile, resprayed in primer, dual purpose vehicle with folding seats to rear.
- 1957** BEDFORD 10-12-cwt. van in immaculate condition.
- 1953** BEDFORD 10-12-cwt. van, resprayed in primer, in good condition.

### G. S. O'SCROFT AND CO. LTD.

DERWENT ST., DERBY.

Phone. Derby 40171.

800-91

### HALE MOTORS (TOTTENHAM), LTD.

THE HALE, N.17.

Tottenham 7771 (four lines).

#### VANS.

- 1956** MORRIS 1-ton van, low mileage.
- 1950** BEDFORD 30-cwt. van.
- 1953** COMMER Superpolice 2-ton boxvan, with side loading door.
- 1953** FORD ET6 Luton van, 1,250 cu. ft., no lettering, well shod, tip-top order.

#### TIPPERS.

- 1938** E.R.F. 8-cu.-yd. hydraulic tipper, Gardner 4LW diesel engine.

#### AUSTIN, Ford, Rootes Group.

COMPREHENSIVE stocks always held.

800-396

- £425.** 1954 BEDFORD A-type short-wheelbase diesel tipper.
- £425.** 1952 (model) DODGE diesel Scammell tractor, 20-ft. trailer, clean.
- £275.** 1950 MORRIS B.M.C. diesel 5-ton short-wheelbase tipper, one owner.
- £195.** 1949 SEDDON 6-ton diesel lorry.
- £250.** 1950 FODEN 6-ton lorry, 4LK engine.
- £255.** 1956 BEDFORD A-type diesel 5-ton long-wheelbase tipper, fixed-side body for coal carrying.
- £225.** 1954 DENNIS Stork 3-ton lorry, underfloor P4 diesel engine.
- £225.** 1952 VULCAN Scammell tractor, fitted P6 diesel engine, Eaton 2-speed axle.
- £225.** 1949 VULCAN twin-ram tipper, fitted with 2-speed axle, clean vehicle.
- £575.** 1954 10-ton BEDFORD Scammell, R6 modified engine complete with trailer, clean outfit.
- £165.** 1951 AUSTIN 5-ton Loadstar, fitted P6 diesel engine, clean wagon.
- £285.** 1955 FORD 4D diesel 2-3-ton lorry.

- £100.** Perkins P6 engine complete with all fittings for Vulcan and Bedford.
- £75.** 1-ton Burtonwood hydraulic tailboard lift.

- £100.** 1-ton Hyater for Bedford chassis.

- 255** WALTON LANE, Liverpool, 4. Aintree 1873 800-414

- £475.** 1955 BEDFORD 5-type long-wheelbase 18-ft. alloy platform, R6 diesel.

- £450.** 1955 BEDFORD A-type long-wheelbase double-drop-sided, P6 diesel.

- £170.** 1954 BEDFORD 7-ton long-wheelbase platform, petrol.

- £145.** 1951 FORD artic. tractor, P6 engine, S.A.E. coupling.

- £140.** 1956 BEDFORD 7-ton long-wheelbase platform, petrol.

- £100.** 1946 VULCAN long-wheelbase flat platform, P6 engine.

- £150.** 1953 E.R.F. long-wheelbase platform, 7.7 engine, 3-speed box.

- £250.** 1942 ATKINSON long-wheelbase p.a't'm, 4LW engine, 5-speed box.

- ENGINES.** P6, Gardner 4LK, 4LW, 5LW, A.E.C. 7.7.

- J. W. RATCLIFFE AND SONS, LTD.** Low Bank Garage, Ashton-in-Makerfield, Lancs. Phone 7497.

- 800-338**

- SAVERS GARAGE, Brough, Westmorland.** Brough 226.

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AUTHORIZED FORD AGENTS.

- FORD** Trader 4D 4-ton chassis, fitted 1,150-cu.-ft. body, new and unregistered.

- SCAMMELL** 24-ft. double-drop-sided trailer, fitted with 14.00 by 16 tyres, condition as new, £300.

- 1956** BEDFORD, fitted P6 engine, 1,350-cubic-capacity Luton body, Balco extension, £775.

- 1956** BEDFORD, fitted P6 engine, 1,350-cubic-capacity Luton body, Balco extension, £775.

- 1953** BEDFORD 25-cwt. vans, C licence, choice of seven, £250 each.

- 1954** COMMER 5-ton vans, in excellent condition, separate cab, C licence, £195 each.

- 1958** Registered A.E.C. 6-wheeler, twin drive, 7.7 diesel engine, 2,500-gallon tank fitted, £465.

- 1955** BEDFORD 3-type Scammell unit, R6 engine, C licence, £475.

- HIRE-PURCHASE** arranged.

- CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962.**

- Potlades 2421.** 800-142

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### FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY.

N.W.2

Gladstone 2234-5, 6, 7.

#### AUSTIN.

- 1953** AUSTIN 25-cwt. van; also one other.

#### BEDFORD.

- 1956** BEDFORD 10-12-cwt. van, also truck version.

#### DODGE.

- 1956** DODGE 5-ton 106A diesel truck, choice of two.

- 1953** DODGE 5-ton short-wheelbase diesel tipper.

- 1952** DODGE 124A P6, short-wheelbase, Scammell attachment tractor unit.

#### FORDSON.

- 1955** FORDSON 5-cwt. van; choice of several.

- 1956** FORDSON 7-cwt. van; choice of several.

- 1954** FORDSON 10-cwt. gown van; choice of several.

#### MORRIS.

- 1957** 15-cwt. J2 van; choice of two

800-270

#### JACKSONS

FOR

#### MODERN SELECTED VEHICLES.

- BEDFORD** 1953 long-wheelbase chassis and cab with 19 Balco extension, repainted and in very good condition.

- BEDFORD** 1952, 2-ton streamlined boxvan, excellent condition.

- LEYLAND** Comet, 1955, ECO model, semi-forward-control, long-wheelbase, 18-ft. alloy body, one owner since new.

- BEDFORD** 1951 5-ton long-wheelbase drop-side truck, ready for work.

- FORDSON** 1953 medium-wheelbase petrol truck, repainted and in very nice condition.

- DODGE** 1954 5-ton long-wheelbase diesel tipper, well tyred, good order.

- BEDFORD** 1954 5-ton short-wheelbase petrol tipper, one owner since new, very good condition.

### O. T. JACKSON MOTORS, LTD.

855 NEW WOLVERHAMPTON ROAD.

LANGLEY, NR. BIRMINGHAM.

Phone, Birmingham Broadwell 2871-2-3. 800-242

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- 1956** FODEN 8-tonner, as new, choice of two.

- 1955** DODGE P4 diesel, extra-long body.

- ALBIONS**, P6 diesel engines, excellent throughout.

- E.R.F.** Tractor unit, good throughout, Tasker semi-low-loading pantechon trailers, units for same if required.

- SEVERAL** SCAMMELL tractor units, 6LW engine, by 8 tyre equipment, large-capacity tank, trailers suitable for same.

- NUMEROUS** 4-, 6- and 8-wheelers and artic. in stock.

- 239-241** HIGH RD., Chadwell Heath, Essex. Phone, Seven Kings 5282. 800-267

### W. HAROLD PERRY, LTD.

STATION BRIDGE.

WEALDSTONE, MIDDLESEX.

- 1943** SCAMMELL 8-wheel rigid, 6LW engine, 40 by 8 tyre equipment, good condition, £575.

- 1958** (First registered) DENNIS Max, fitted booster box, well shod, mechanically sound, £350.

- 1950** E.R.F. 6-ton, fitted 4LK engine, mechanically sound, £500.

- 1949** LEYLAND Comet, diesel engine, tipper, 8-cu.-yd. metal body, £575.

- 1955** BEDFORD 7-cu.-yd. tipper, metal body, one owner, good condition, £700.

- 1952** Thames 5-ton ET7D boxvan, metal body with full roller shutter at rear, £385.

- LARGE** selection of 5-, 10- and 10-12-cwt. Thames vans always available.

- MOST** of the above are guaranteed for 90 days.

### HARROW 1031.

OPEN UNTIL

7 P.M. MONDAYS TO FRIDAYS.

AND TO

5.30 P.M. SATURDAYS.

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- £953** Dennis Max, East Mid. or West Mid. special new A.E.C. Mustang cab and chassis, £3,627; new A.E.C. Mercury, 21-ft. body, £3,215; new Dodge tipping box and chassis, list; new Commer T33 tipper, list; 1952 Albion 8-wheel tipper, good order, £1,400; three Guy Otters, 1953-4 need a look over, £1,000 for three; 1952 rebuilt A.E.C. 6-wheel tipper, £600; 1948 Maudslays Steer, good order, £500; two 1948 4-wheel Maudslays, £250 each; 1953 Ford long-wheelbase tipper, P6, £200; new Bedford Utility brake, £50 under list; 1950 Maudslay, 21-ft. body, £500; 1950 6-wheel heavy-duty Sentinel, £800; 1951 4-wheel Sentinel, cab body, £450; 1953 Ford 4D flat, £450; several more Dennis, Bedford, etc., part-exchange and H.P. Brindley, Sharnford, 800-6

- HENSMAINS, LTD., Brentwood 1540, offer:—**

- 1958**, November, Thames 4D artic. unit, genuine low mileage, £900.

- 1958** Thames 15-cwt. van, grey, unwritten, in excellent condition, £495.

- 1958** 10-cwt. van, green, good condition, £225.

- 1955** Thames 10-cwt. van, repainted, low mileage, good tyres, £220.

- CARRIMORE** 10-ton 23-ft. drop-side trailer, fifth-wheel coupling, £190.

800-76

(Supplement)

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LEYLAND.

#### ALBION.

#### SCAMMELL.

ALL MODELS.

- 24-HR. HEAVY-DUTY BREAKDOWN SERVICE.**

- LEYLAND** Octopus long-wheelbase, air brakes.

- 1956** LEYLAND Comet, forward control, 20-ft. long-wheelbase body, 10.00 by 20 tyres.

- 1956** LEYLAND Comet, forward control, long-wheelbase chassis-cab.

- 1957** COMMER T33 long-wheelbase chassis-cab.

- 1956** DODGE long-wheelbase fitted 2-speed axle.

- 1955** LEYLAND Comet long-wheelbase tipper, 14-ft. 6-in. body.

- 1951** LEYLAND Comet tractor unit fitted Tasker 23-ft. trailer.

- 1955** BEDFORD 7-ton long-wheelbase.

- 1954** BEDFORD 7-ton tipper, short-wheelbase, steel body.

- 1950** BEDFORD cattle truck, £150.

- 1951** ALBION 6-wheeler, fitted new 21-ft. body, unladen weight 4 tons 12 cwt.

- 1947** ATKINSON long-wheelbase 6-tonner, 4LK engine.

- 1958** STANDARD 6-cwt. pick-up.

### BROWNHILLS MOTOR SALES.

WATLING STREET, BROWNHILLS, STAFFS.

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### SPA GARAGES (LEEDS), LTD.

MEANWOOD ROAD,

LEEDS, 7.

Phone 34884.

- 1955** ALBION Reiver 6-wheeler, fitted with fully reconditioned Chalfaint engine, £1,550.

- 1953** VULCAN long-wheelbase, fitted P6, £345.

- 1953** SEDDON artic. with 23-ft. trailer, fitted new driver's cab, rewired, Eaton 2-speed axle, £325.

- 1951** ALBION Chalfaint 16-ft. 6-in. flat.

- 1948** SEDDON, reasonable condition, £120.

- PART-EXCHANGES.** H.P. arranged. 800-397

### SOUTHERN COUNTIES GARAGES, LTD.

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FULL RANGE ALWAYS AVAILABLE.

- 1957** MORRIS 1-ton 14-seater LDI Utilibus, £630.

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- 1950** DODGE 6-ton long-wheelbase drop-side truck, P6 diesel engine, £205.

- A** Large selection of small vans always in stock. 800-413

### E. RAYMENT, LTD.

DODGE DISTRIBUTORS FOR EAST LONDON.

- DODGE** 124 AP5 diesel tractor unit, November, 1956, low mileage, with 23-ft. 10-12-ton Scammell trailer.

- DODGE** 225 AP5 diesel, December, 1957, fitted light alloy platform.

- DODGE** 103 P6 diesel, August, 1954, hydraulic tipper.

- DODGE** 103 petrol, December, 1956, hydraulic tipper.

- BEDFORD** O model, petrol, Scammell tractor unit, very good condition.

- BEDFORD** S model, petrol, Scammell tractor unit, very good condition.

- BEDFORD** O model, petrol, 5-ton drop-side truck, very good condition.

- BEDFORD** O model, diesel tractor, fitted 20-ft. Scammell trailer.

- FORD** 4D platform, 1956, H.D. equipment, 5-ton.

- 334** 340 ROMFORD RD., London, E.7. Maryland 4772-3-4. 800-389

- 1953** BEDFORD 5-type 7-ton short-wheelbase tipper, twin-ram underfloor gear, steel body, £295.

- 1954** BEDFORD A-model 5-ton short-wheelbase petrol-engined tipper.

- 1950** BEDFORD 5-ton short-wheelbase tipper.

- 1949** MAUDSLAY 20-ft. drop-sided truck, 7.7 engine.

- F.G.** 5LW Gardner engine, excellent 900 by 20 tyres, £525.

- T. R. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, near Birmingham. Phone, Broadwell 1840. 800-145**

- THERE** is no doubt that we stock the finest selection of used vans in the South of England; examples include:—

- 1954** AUSTIN A40, £265.

- 1957** BEDFORD 10-12-cwt., £350.

- 1956** COMMER EDV, £375.

- 1952** FORDSON 10-cwt., £185.

- 1953** FORDSON 5-cwt., £175.

- 1955** MORRIS 10-cwt., £275.

- BEST** terms and exchanges.

- BURGH** HEATH SERVICE STATION, Burgh Heath, Surrey. Phone 2059. 800-416

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Used Goods Vehicles (contd.)

**CHANDLERS MOTORS, L. TD.**

**TRUCKS.**

1955 BEDFORD, R6 diesel, chassis and cab, £400.  
1953 BEDFORD 5-ton A-type truck, in first-class order, £320.  
1951 BEDFORD diesel 5-ton drop-side truck, £225.

**LUTON** vans and panthechnicons.

1955 A-type 3-ton Luton, 800-cu.-ft. Plymax body, in immaculate condition, £540.  
1954 AUSTIN 25-cwt. 3-way van, in good condition, £190.  
1954 BEDFORD 30-cwt. Luton with integral cab, in first-class condition, £185.  
1953 BEDFORD 4.5-ton panthechnicon, 1,200-cu.-ft. body, integral cab with drop well, under 3 tons, choice of two from £425.  
1951 BEDFORD 5-ton 1,000-cu.-ft. panthechnicon with drop well, Plymax body, in first-class order, £325.  
1951 BEDFORD 4.5-ton panthechnicon, 1,200-cu.-ft. body, integral cab with drop well, under 3 tons, £400.

**TIPPER.**

1956 BEDFORD 5-ton petrol short-wheelbase tipper, Weston tipping gear, 5-yr. standard body, £460.  
1953 BEDFORD A type, underfloor tipping gear, 4-cu.-yd. steel body, excellent condition, £350.  
1950 AUSTIN Loadstar long-wheelbase tipper, £150.

**CHANDLERS MOTORS, LTD.,** 71 Greenwich South St., London, S.E.10.

**GRE 2033-4.** 800-395

**JESSUPS (STRATFORD), L. TD.,**

125-134 HIGH STREET, STRATFORD, E.15.  
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**BEDFORD MAIN DEALERS AND PERKINS SIGNHOLDERS.**

1954 FORD Thames 8-ton Sussex 6-wheeler with Perkins P6 engine.  
1954 DENNIS Stork diesel 3-ton van, one owner, £475.  
1953 BEDFORD 8-ton Scammell unit, petrol, £245.  
1954 BEDFORD 7-ton diesel truck, in excellent condition.  
1956 BEDFORD 5-ton diesel 150-gal. tanker, fitted 8.25 by 20 tyres, in excellent condition.  
1947 BEDFORD 3-ton van, in good condition, £145.  
SELECTION 10-12-cwt. vans, Dormobiles, etc. 800-390

**WELCH'S GARAGE (STAPLEFORD), L. TD.**

BEDFORD AND ROVER DEALERS.  
IMMEDIATE DELIVERY.

BEDFORD 10-ton 300 diesel tractor, Scammell coupling.  
BEDFORD 7-ton normal control, 300 diesel, drop-sided truck.  
VERY special offer. New unregistered 88-in. standard 24 cc. engine LAND ROVER, £100 below list.

**USED VEHICLES.**

1956 FORD 4D drop-sided truck, small mileage, as new, just fitted set of new 12-ply tyres.  
1953 BEDFORD A type, P6, tyres as new, good runner.  
1959 BEDFORD C.A. van, under 1,000 miles, still in primer.  
FODEN 8-wheeler, must be cleared.  
E.R.F. 6-wheeler, must be cleared.

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PHONE, SHELFORD 3017-8-9. 800-487

**J. CAMPBELL PARK, LTD.,** offer 1955 LEYLAND 8-wheeler double-drive, a real bargain at £1,975 each, two in stock.

1954 (Late) LEYLAND Beaver, tyres as new and excellent condition throughout, a bargain, £975.

1955 7-ton BEDFORD, petrol, drop sides, ex a private user, a most genuine offer at £395.  
CALL and inspect these bargains, you are sure to buy.

**J. CAMPBELL PARK, LTD.,** Childwall Valley Rd., Gateacre, Woolton, Liverpool. Gateacre 1331. 800-337

**SENTINEL** 1954 platform lorry, in excellent condition.

**LEYLAND** 1952 Comet drop-sider.

**MAUDSLAY** 1940 platform tractor, fitted with Gardner diesel engine, in very good condition.

**BEDFORD** 1954 articulated tractor chassis, complete with 22-ft. trailer and drop-sided body.

**COMMER** 1953 insulated meat container, petrol, in very good condition.

**THORNCRÖFT** 1946 diesel drop-sider.

**LEYLAND** 1949 Comet short-wheelbase standard tipper.

**ALBION** 1950 (December) diesel drop-sided lorry.

**VULCAN** 1951 long-wheelbase diesel drop-sider.

**COMMER** 1957 12-ton Hands tractor, in excellent condition.

**BEDFORD** 1948 Luton van, in very good condition, accept £160.

**FORD** Thames 4D long-wheelbase tipper, in nice condition, registered January, 1956.

**NEWCASTLE (STAFFS) MOTOR CO., L. TD.**

NEWCASTLE ROAD,  
TRENT VALE, STOKE-ON-TRENT.

Phone 64621-2-3. 800-471

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Used Goods Vehicles (contd.)

**FRANK G. GATES, L. TD.**

MAIN FORD DEALERS,  
GATES CORNER, E.18.

Wansled 6633.

1955 BEDFORD Dormobile, very clean, £395.

1956 BEDFORD CA van, £275.

1950 BEDFORD 5-ton petrol truck with canvas tilt, £150.

1951 BEDFORD 5-ton petrol truck with canvas tilt, £195.

1949 COMMER 5-ton flat platform, £100.

1949 BEDFORD-SCAMMELL tractors, choice of two, £95.

1949 BEDFORD 2.5-ton long-wheelbase platform truck, good condition, £125.

1955 3-ton DODGE long-wheelbase truck, P4 diesel, choice of two, £295 and £345.

1955 AUSTIN 1-ton petrol van, £325.

1954 BEDFORD 7-ton tipper, 13 cu. yd., R6 engine, £525.

**ATKINSON** 1946 6W tipper, 7.7 engine, very good, £800.

**ATKINSON** 1943 6-wheel drop-sided truck, 23-ft. body, 5LW engine, very clean.

**DODGE-SCAMMELL** 10-ton, 1956, P6 engine, 2-speed axle, 24-ft. trailer, £850.

**W. H. SHORT, LTD.,** Newthorpe, Notts. Kimberley 800-102

**ONE 1955 4D FORDSON,** heavy-duty equipment fitted.

**ONE 1957 DODGE 106,** P6, drop-side body fitted.

**PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD.,** 443 Handsworth Rd., Sheffield, 13. Woodhouse 2541.

1956 6-ton DODGE diesel long-wheelbase drop-side truck on 9.00 by 20s, tip-top condition, £850.

1956 BEDFORD CA pick-up, resprayed, good mechanical condition and tyres, £350.

**CHAMBERS ENGINEERING,** Main St., Weston Turville, Aylesbury, Bucks. Stoke Mandeville 2282.

**NEWPORT MOTOR SERVICES, East Usk Rd., Newport, Mon. Phone 5581-2.**

**THORNCRÖFT** sturdy, £150.

1949 VULCAN Perkins P6, £100.

**SEDDON** Distributors for Monmouthshire. 800-150

**THAMES** Trader, 5-ton, 1958, 6-cylinder diesel, 152-in. wheelbase drop-side lorry, very low mileage, fitted large canvas tilt, many extras, £1,050.

**THAMES** 1955 4D diesel, heavy-duty short-wheelbase tipper, one owner, £550.

**AUSTIN** 105 short-wheelbase P6 diesel tipper, re-painted, excellent condition, £595.

**COMMER** 1953 model, P6 diesel, 5-ton long-wheelbase lorry, fitted detachable cattle container, one owner, £195.

**BROWN AND WHITE (LEEDS), LTD.,** Main Ford Dealer, Roundhay Rd. and Roseville Rd., Leeds. Phone 49301. 801-7210

**CHOICE** of five BRADFORD 1-ton vans, 1952 models, from £80-£105. Phone, Relgate 2263. 800-304

**SPURLING MOTORS (CHISWICK), LTD.,** Spurling Corner, W. Phone, Chl 6741 (five lines).

1955 AUSTIN A40 van with windows.

1951 BEDFORD-SCAMMELL tractor.

1951 5-ton forward-control MORRIS diesel truck. 800-305

**CAPITAL MOTOR CO., LTD.**

1954 MORRIS 5-cwt. van, blue, clean condition, £250.

1955 FORD 10-cwt. van, exceptionally clean, £200.

1955 Vanguard estate, in good mechanical condition, £450.

**REMINGTON ST.,** City Rd., N.I. (Near Angel). Clerkenwell 7456. 800-351

**H. TAYLOR AND CO., LTD.**

1957 February, AUSTIN 1-ton van, black, one owner, £497.

1956 February, AUSTIN A40 van, blue, good tyres, £341.

1957 COMMER Cob, blue-red, one owner, wing mirror, £376.

1955 MORRIS Minor 1-ton van, grey, extra passenger seat, £296.

1954 November, MORRIS J-type van, good order, two extra seats, £252.

1956 COMMER Cob, blue, £326.

1-2 THE CRESCENT, Surbiton, Elmbridge. 800-448

**MAYDAY MOTORS, L. TD.**

DODGE DISTRIBUTORS.

**ALL NEW DODGE MODELS**

AVAILABLE FOR EARLY DELIVERY.

1957 COMMER 30-cwt. diesel van, low mileage, excellent condition, £155.

1957 BEDFORD Utilbrakes, low mileage, choice of three, £425 each.

1955 DODGE 6-ton tipper (Model 103 P6) with light alloy body and hollow plank construction, Pilot twin underbody gear, £825.

1955 BEDFORD 5-type petrol tipper with steel bodies in good condition, choice of three, £445.

1954 November, DODGE (Model 123) petrol tipper, £465.

1954 BEDFORD Kenex van.

1954 BEDFORD CA van.

1954 AUSTIN A70 personnel carrier.

1952 5-ton AUSTIN Loadstar platform truck, recently fitted new engine, tyres approximately 80% new, first-class condition, £280.

**MAYDAY RD.,** Thornton Heath, Croydon. Thornton Heath 3473. 800-446

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1951 FODEN 2-stroke 8-wheeler, double drive, 24-ft. platform body, well tyred and maintained.

1955 Rebuilt SEDDON, fitted with Boys axle and Perkins P6 engine, 22-ft. drop-side body and wrap-round cab, Eaton 2-speed axle.

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1950 AUSTIN Loadstar 2.3-ton drop-sider, in very good condition throughout.

1941 E.R.F. 4-wheel, platform body, fitted with Gardner 4LK, well maintained and good in appearance.

1948 MAUDSLAY 4-wheel, platform body, Gardner 5-cylinder LW engine (choice of two).

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1946 ATKINSON 6-wheel double-drive, 21-ft. platform body, Gardner 6LW engine, well tyred and maintained.

**MOATHOUSE MOTORS, Lichfield St., Tamworth. Phone, Tamworth 1381-2. 800-137**

**SHELDON MOTOR SERVICES,**

2119 COVENTRY ROAD,  
SHELDON, BIRMINGHAM, 26.

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**NEW 1-ton AUSTIN** van for immediate delivery.

1955 BEDFORD 2.3-ton semi-Luton van, 600 cu. ft., in as new condition, £450.

1953 DODGE P6 long-wheelbase truck, £400.

1953 COMMER 2.3-ton 12-ft. 6-in. drop-side truck, £195.

1954 SEDDON Perkins P4 14-ft. 3-ton long-wheelbase truck, £335.

**TERMS** and exchanges. 800-287

**W. H. GATWARD, L. TD.**

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**OFFER THE FOLLOWING**

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1951 COMMER long-wheelbase, in excellent condition, £110.

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1957 BEDFORD 25-cwt. van, excellent order, £675.

1951 FORD Trader 5-tonner, P6 diesel, £250.

**NUMEROUS** 5-ton tipper available.

**25** Used vans in stock from 8 to 20 cwt.

**BARTON MOTORS (PRESTON), LTD.,** Preston. Phone, Preston 4664 (10 lines). 800-199

**VIGO MOTORS.**

1947 8-cwt. BEDFORD van, £95.

1952 BEDFORD 4-ton Luton van, taxed, £285.

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**WANTED,** commercial vehicles, all classes, 20 short-wheelbase tippers and 20 long-wheelbase tippers, cash. Phone, Swinton 1855; after hours, Wigan 40449. 222-904

**WANTED,** late model 4-, 6- and 8-wheelers, trucks and tippers.

**J. RICHARDSON AND SONS, LTD.,** 100 Dudley Rd. East, Oldbury, near Birmingham. Phone, Broadwell 1840. 800-147

**WANTED,** modern 4-, 6- and 8-wheel diesel-engined vehicles. Connorton, 328 Brixton Rd., S.W.8. Brixton 2963, Poldards 2421. 800-141

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**WANTED** to purchase very urgently four 8-wheelers, five 6-wheelers and four 4-wheelers diesel-engined lorries; also several tippers; also six Albions, Seddons or similar diesel engined flats and tippers, also Bedford 30-cwt., 7-ton, 1946-57. Also damaged late-model lorries suitable for rebuilding.

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**WANTED,** surplus commercial vehicles for resale or dismantling. R. Justice, Winter Closes, Underwood, Notts. Phone, Langley Mill 3182. 800-367

**WANTED,** late-model Albion, Atkinson, E.R.F., Foden, Seddon, etc., 4-, 6- and 8-wheelers, flats or tippers. Also petrol-engined vans, trucks and tippers, 30-cwt.-7 tons. Bedford preferred. Cash on sight. Distance no object.

**O. T. JACKSON MOTORS, LTD.,** 855 New Waterhouse, Mon. Phone 59441-2.

**Broadwell 2871. 800-470**

**SPECIAL A-LICENCE VEHICLES**

**THREE** vehicles, 107-15C, unladen weight, Northern traffic area. Reasonable price. Box CM498, care of "The Commercial Motor."

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**SPECIAL A** licences, vehicles, South Wales Area.

**SEDDON** distributors for Monmouthshire. 800-191

Special A-L

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**1957** DODGE 7-ton tipper, fitted with Perkins R6 engine, 900 by 20 tyres and Eaton 2-speed axle (choice of two).

**1957** ATKINSON 6-wheel double-drive, 21-ft. platform body, Gardner 6LW engine, well tyred and maintained.

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**SPECIAL A-** Eastern Area, cash prices pl.

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**1957** MAUDSLAY 4-wheel, platform body, Gardner 5-cylinder LW engine (choice of two).

**1957** DODGE 7-ton tipper, fitted with Perkins R6 engine, 900 by 20 tyres and Eaton 2-speed axle (choice of two).

**1957** ATKINSON 6-wheel double-drive, 21-ft. platform body, Gardner 6LW engine, well tyred and maintained.

**1957** COMMER 2.3-ton 12-ft. 6-in. drop-side truck, £195.

**1957** SEDDON Perkins P4 14-ft. 3-ton long-wheelbase truck, £335.

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**SPECIAL A-**

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TWO A.E.C. 9.6, either half cab or full front with 25-seater bodies, full particulars please to Box CM8023, care of "The Commercial Motor." 800-51181

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1955 Plaxton 38-seater, white and blue repainted, blue interior, heater, radio, microphone, sump heater, owner-driven, low mileage, £450. Osterley Coaches, 19 Syn Park Gardens, Isleworth, Middlesex. 800-5078

450 Only. 1950 BEDFORD 29-seater luxury coach, high-back seats etc., clean and good, certificate of fitness 1960. Terms and exchanges. Wilde and Bennett, Ltd., 75 Station Rd., Hadfield, Manchester. Phone, Glossop 2902-3. After hours 2356. 800-234

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1955 BEDFORD personnel carrier, 13 seats, coach seating, respayed, very good order, £395. H.P. Hov 9729. 800-485155

BEDFORD, 1957 (April), 41-seater Duple, immaculate condition, £2,500. Box CM8021, care of "The Commercial Motor." 801-932

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1947 BEDFORD 28-seat, in very good condition, 38,000 since new, new engine 8,000 miles, one owner, used privately since new, £1,550. Phone, Coburn 317. 800-317

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1949 BEDFORD coach, as above, the choice of two, £150 each. H.P. terms arranged on above vehicles. Iver 947. 800-316

1954 BEDFORD 36-seater, radio, heater, microphone, certificate of fitness 1959, 11,750. Elgar 1992. 800-355

1954 BEDFORD Duple Super Vega 36-seater, heater, radio, microphone, excellent condition, certificate of fitness 1963, £2,000. Elgar 1992. 800-354

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OVER 100 high- and low-bridge-type double-deck buses, from £100 each; also a number of Leyland 36-seater buses; Dennis 32-seater buses with SLW power units, suitable for contract or public works contractors, price from £175 each.

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1947 GUY high-bridge 36-seater double-decker buses fitted SLW Gardner engines and Eastern Coachworks bodies, half-sliding windows, in super mechanical and body condition, certificates of fitness to December, 1959, and December, 1961, price £375-£425 each.

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1949 A.E.C. fitted 35-seater Thurgood coach body, in good mechanical and body condition, certificate of fitness expiring 1960, price £295.

1947 COMMER, 30-seater Plaxton full luxury coach mechanical and body condition, certificate of fitness September, 1959, price £200.

1948 LEYLAND PDI 34-seater saloons, choice of mechanical and body condition, certificates of fitness to 1960-62, price £495-£525.

1947-48 LEYLAND PDI 56-seater high-bridge double-deckers, bodies by Charles Rowe, in excellent mechanical and body condition, certificates of fitness to 1960-61, price £550-£575.

1948 BRISTOL saloons, choice of 10, fitted Eastern Coachworks, 35-seater, low type radiators, low vision, cab screens, 7.7 A.E.C. diesel units, 5-speed boxes in excellent mechanical and body condition, certificates of fitness to 1960, price £550 each.

1950 GUYS, choice of two, fitted 33-seater Duple luxury bodies with full luxury high-backed leather and moquette seating, with 10-litre Meadows 6-cylinder diesel engines, in excellent mechanical and body condition, certificates of fitness to 1959-60, price £250.

1939-38 BRISTOLS, choice of 15, with 1948 Eastern Coachworks, 35-seater, low type radiators, half-sliding windows, sliding entrance door, fitted SLW Gardner engines, 5-speed boxes, in super mechanical and body condition, certificates of fitness to 1960, just into stock, price £250 each.

1947 DENNIS, choice of two, fitted 35-33-seater Duple and Plaxton coach bodies with high-backed leather and moquette seating, 6-cylinder Mark III Dennis diesel engines, in excellent mechanical and body condition, certificates of fitness to October, 1959, price £225 each.

1946 MAUDSLAY, fitted with 35-seater luxury Burlingham coach body, high-backed leather and moquette full-luxury seating, A.E.C. 7.7 diesel engine in excellent mechanical and body condition, certificate of fitness to December, 1960, price £200.

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LEYLANDS, A.E.C., Bristol, etc., over 50 high- and low-bridge double-deckers, just come into stock 1948 bodies, Leyland, Metcam, etc., varying certificates of fitness to clear, £150-£175 each.

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Duple Super Vega 41-seater, 8 ft. wide, glass roof  
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finished maroon and grey, list price.

IMMEDIATE delivery new BEDFORD SB3 (petrol)  
Plaxton 41-seater coachwork, heaters fitted, radio and  
microphone, dual-tone Formica panels, finished ivory,  
unholstered in red and grey moquette, list price.

EARLY delivery of new BEDFORD petrol-engine  
E chassis, 1959 models, Duple 41-seater, Super Vega  
coaches, finished to instructions.

NEW BEDFORD petrol-engine chassis, 1959 model,  
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NEW BEDFORD SB3 (petrol), Burlingham Seagull  
41-seater, full luxury coachwork, finished to instructions,  
delivery mid-April, list price.

NEW A.E.C. Reliance, 41-43-seater Duple Britannia  
N coachwork, centre of front entrance, vacuum brakes,  
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1957 BEDFORD, petrol, 41-seater Duple Super Vega,  
glass roof quarters, tubular racks, radio, microphone  
and heaters, upholstered in red moquette, finished cream,  
certificate of fitness 1962, choice of two.

1955 LEYLAND Comet 90, mounted with 36-seater  
Duple Super Vega coachwork, lift-up roof  
vents, red moquette, finished maroon and cream, certificate  
of fitness 1960.

1955 BEDFORD, mounted with 38-seater Duple  
Super Vega coachwork, blue moquette, finished light  
and dark blue, certificate of fitness December, 1959.

1955 BEDFORD, 38-seater Plaxton luxury coach-  
work, upholstered in red moquette, finished cream,  
extra-finished blue and cream, certificate of fitness 1960.

1953 BEDFORD, 35-seater Duple Vega, upholstered  
in red moquette, finished in light and dark blue,  
certificate of fitness 1962.

1952 BEDFORD, petrol engine, mounted with  
38-seater Duple Super Vega coachwork, finished red,  
certificate of fitness 1962-63; choice of four; these  
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1952 BEDFORD, petrol, 33-seater Duple Vega coach-  
work, Formica side panels, upholstered in green  
moquette, 7 ft. 6 in. wide, finished maroon and cream,  
choice of six, certificate of fitness 1962, ex well-known  
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1952 BEDFORD, petrol, 33-seater Plaxton coach-  
work, upholstered in blue moquette, finished  
cream and blue, certificate of fitness 1962.

1952 BEDFORD 35-seater Super Vega, interior in  
green moquette, finished green and grey, radio and  
heater, certificate of fitness 1962.

1951 full-front Burlingham coachwork, heater, fitted  
central entrance, autumn tint moquette, immaculate  
condition, certificate of fitness 1961-62, choice of four, one  
cream and green, three red and cream.

1950 LEYLAND P2 33-seater Burlingham coach-  
work, half-cab, red moquette, certificate of fitness 1960, very  
clean.

1949 BEDFORD 29-seater Duple Vista, upholstered  
in green, Formica side panels, finished cream  
and green, certificate of fitness 1959, choice of two, both  
coaches in immaculate condition.

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certificate of fitness 1959.

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touring coach, fitted with full-luxury Chapman  
reclining seats, radio and heater, Perspex quarters, in good  
clean condition throughout, certificate of fitness 1963.

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out, certificate of fitness 1962.

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Thurgood body, fitted with radio, heater, in  
clean condition throughout, certificate of fitness 1962.

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39-seater full-luxury Yeates body, radio, heater,  
intercom, good clean condition throughout, certificate of  
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1952 LEYLAND Royal Tiger, fitted air brakes,  
41-seater full-luxury Burlingham body, heater,  
good tyres throughout, in excellent condition, certificate  
of fitness 1963.

1952 BEDFORD Vega, 33-seater full-luxury Duple  
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clean condition throughout, certificate of fitness 1962;  
choice of three.

1951 BEDFORD Vista, fitted with a Perkins P6 oil  
engine, full-luxury Duple body, 29 high-backed  
seats, in good clean condition throughout, certificate of  
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body, fitted with heater, Perspex quarters, in  
good clean condition throughout, certificate of fitness  
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body, fitted with heater, in good clean condition  
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engine, 31-seater full-luxury Duffield body, in  
excellent condition throughout, certificate of fitness 1960.

1949 BEDFORD 29-seater, full-luxury Duple body,  
Duple body, in good condition throughout,  
certificate of fitness 1960; choice of two.

1949 LEYLAND P2, full-front 35-seater full-luxury  
Duple body, fitted with radio and heater, in  
good clean condition throughout, certificate of fitness 1963.

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1951 LEYLAND Royal Tiger, 41-seater Plaxton,  
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1949 CROSSLEY 33-seater, certificate of fitness May,  
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1950 BEDFORD 29-seater Vistas, certificates of fitness 1959-60; choice of two.  
1950 MAUDSLAY, A.E.C. 7.7 engine, 33-seater Duplé, sliding roof, Clayton heater, new tyres all round, red moquette, exterior red, maroon, white, certificate of fitness to December, 1959.  
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1950 August, BEDFORD, 29-seater Vista body, red upholstery, exterior maroon-cream, certificate of fitness to August, 1960.  
1949 May, CROSSLEY 33-seater Duplé body, red fawn moquette, exterior red-cream, certificate of fitness to May, 1959.  
1949 June, CROSSLEY 33-seater Whitson coach, heater, top sliding windows, sliding roof, certificate of fitness to July, 1959.  
1949 July, AUSTIN 29-seater Whitson, autumn time moquette, exterior blue-cream, high-back seats, radio certificate of fitness May, 1959.  
1949 MAUDSLAY, 35-seater Gurney-Nutting body, grey floral moquette, exterior grey-green, certificate of fitness November, 1959.  
1949 November, DENNIS 35-seater Duplé, blue moquette, exterior blue-stone.  
1948 FODEN 33-seater luxury coaches; choice of two.  
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BEDFORD S.B. full front, petrol engine, body by Duplé, 33-seater, red, cream, one only, first registered 1951, certificate of fitness 1960.  
BEDFORD OB full front, petrol engine, body by Duplé, 35 seats, red, cream, one only, first registered 1952, certificate of fitness 1961.  
COMMER Avenger, underfloor petrol engine, body by Harrington, 32-seater, red moquette, one only, first registered 1949, certificate of fitness 1962.  
CROSSLEY half-cab, diesel engine, body Trans Union, 33 seats, green, grey moquette, one only, first registered 1948.  
BEDFORD Vista, petrol engine, body by Duplé, 25 luxury-type seats, red moquette, one only, first registered 1947, certificate of fitness 1959.  
LEYLAND PS1 full front, diesel engine, body by Plaxton, 35 seats, green moquette, first registered 1948, certificate of fitness 1963.  
LEYLAND PS2 full front, diesel engine, body by Plaxton, 35 seats, red moquette, first registered 1950.  
BEDFORD Vista, petrol engine, body by Duplé, 29 seats, blue moquette, first registered 1947, new body 1950, certificate of fitness 1960.  
MORRIS-COMMERCIAL full front, diesel engine, body by Wadham, 31 seats, blue moquette.  
1955 COMMER 133, quarter lights, heater.  
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Smallwood 225, 226. 800-204

### E. J. BAKER AND CO. (DORKING), LTD.

THE COACH SPECIALISTS OF THE SOUTH.  
COACH SHOWROOMS AND SERVICE STATION,  
TRADING ESTATE, FARNHAM, SURREY.  
PHONE, 8 A.M. TO 6 P.M., FARNHAM 4626-7;  
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### WE HAVE THE NEW BURLINGHAM

### FIBRE GLASS

### DEMONSTRATION BEDFORD SB3

### IN STOCK.

### YOUR INSPECTION INVITED.

WE CAN GIVE AN EARLY DELIVERY OF 1959 PETROL AND DIESEL MODELS, FITTED DUPLÉ AND BURLINGHAM BODIES.  
(INQUIRIES WELCOMED).

1956 BEDFORD Burlingham 41-seater, radio and intercom, Formica sides, cream and blue exterior, immaculate vehicle, one owner only, £2,700.  
1953 BEDFORD Duplé 37-seaters, red interiors, heaters, choice of two, £1,850.  
1952 BEDFORD 37-seater Gurney Nutting, autumn interior, heater, cream and maroon exterior, one owner, above average, certificate of fitness 1962, £1,600.  
1950 June, BEDFORD Vista, 29 seats, glass roof quarters, blue interior, cream exterior, very clean, certificate of fitness 1959, £795.  
1949 BEDFORD Vista 29-seater, red interior, cream and maroon exterior, one owner, certificate of fitness September, 1959, £675.  
1951 A.E.C. Mark IV, autumn interior, Plaxton 39-seater, luxury body, £2,000.  
1952 DENNIS Falcon, Burlingham 33-seater Scagull body, blue interior, Eaton 2-speed axle, certificate of fitness, from £350.  
1948-49 DAIMLER CV66, fitted 33-seater luxury bodies, good runners, choice of two, both with certificate of fitness, from £350.  
1948 DENNIS Lancets 3, Duplé, red interiors, high-back seats, 33-35 seats, choice of two, certificates of fitness 1960-61, from £350.  
1949 FODEN 6LW Bellhouse Hartwell, 33-seater body, green interior, certificate of fitness 1959, £450.  
1946-47 MAUDSLAYS, fitted 33-seater bodies, good runners, from £250.  
1946 BEDFORD Vistas, 29-seaters, good runners, from £150. 800-49

### JACK DEACON,

### DEACON'S GARAGE,

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Phone, Clifton Hampden 217.

ONE 1949 MAUDSLAY coach, £350.

NUMBER of A.E.C. double-deckers, 1946, very good order, from £250.

TWO A.E.C. 1937, licensed to end of quarter, certificate of fitness 1960, £300 each.

TWO 29-seater AUSTIN petrol coaches, first registered 1950, 1950 models, certificate of fitness. 800-132

### Used Passenger Vehicles (contd.)

**ALEXANDER AND TATHAM, LTD.**

**A.E.C.** 1946-47-48 SERVICE BUSES. **A.E.C.** 35-, 36- AND 38-SEATER BODIES BY BRUSH AND BURLINGHAM. SOME WITH BOOTS. CERTIFICATES OF FITNESS TO 1964. CHOICE OF 46 VEHICLES NOW ARRIVING IN STOCK. PRICE FROM £295.

1958 AUSTIN Minibus, 13-seater, six months' old, in excellent condition, fitted radio and heater, £360.

1948 LEYLAND PS1 34-seater saloons. Brush all-metal bodies, in excellent condition, certificates of fitness 1960-62, priced from £450.

1949 ALBION CX9 diesel 33-seater coach, very good mechanical and body condition, certified, £275.

1948 LEYLAND PS1 34-seater saloons, Met-Cam all-metal bodies, in excellent mechanical and body condition, certificates of fitness till the end of 1961, choice of 15, prices from £330.

1947 GUY 33-35-seater coaches, 5LW engines, certified 1960, choice of five from £275.

1943 GUY low-bridge double-decker 54-seater, 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1946 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1947 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

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1965 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1966 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1967 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1968 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1969 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1970 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

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1981 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1982 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1983 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1984 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1985 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1986 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1987 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1988 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1989 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1990 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1991 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1992 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1993 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1994 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

1995 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

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2001 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

2002 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

2003 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

2004 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

2005 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

2006 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

2007 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

2008 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

2009 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

2010 5LW Gardner, certificate of fitness 1960, choice of six, from £250.



Used Passenger Vehicles (contd.)

THURGOODS OF WARE.

1957 Duple Vega (41), cream and blue, one owner, excellent, £2,825.  
1956, September, 39-41-seater bus, front sliding door, racks, tubular seats, exterior cream, £1,475.  
1955, March, AUSTIN (28) luxury coach, glass windows, tubular seats, heater, speech amplification, high-back seats, maroon and cream, excellent.  
1952, May, BEDFORD Vega (33-35), maroon and cream, high-back tubular seats, Formica sides, certified 19.2.62, £1,595.  
1952, April DENNIS Falcon, Thurgood luxury coach, very good condition, blue and cream, certified 12.1.62, £1,075; and another 1951 at £875.  
1950, May, COMMERCIAL Avenger (33) Plaxton luxury coach with glass roof quarters and rear dome, red chair seats, exterior cream and green, one owner, certificate of fitness to 1960, £850; another £675.  
1950 DENNIS full-fronted Duple (35) coach, high-back seats, blue inside and out, heater, good condition, certificate of fitness to 1960, £1,050.  
1950 BEDFORD Vistas (29), red, high-back seats, Formica sides, exterior cream and green, choice of two, from £675.  
20-SEATER BEDFORD Vista with reclining armchair seats, 1949, with Formica sides and heater, green and grey, in good condition, £575.  
30-SEATER FORD Thurgood coach, Dunlopillo seating, green and cream, certificate of fitness to 31.10.60, £375.  
1948 -47-46 BEDFORD Vista (29), green, red and grey, choice of three from £325.  
1948 -50 BEDFORD buses, 28-40 blue, green and red; choice of four from £275.  
BEDFORD driver-operated door gears for Vista, only £12 15s. per set.  
DOUBLE-DECKERS, various makes from £100.

PHONE, WARE 8334.

AFTER HOURS 896. 800-289

COMBERHILL GARAGES, LTD.,  
INGS ROAD, WAKEFIELD.

NEW 1959 COMMERCIAL TS3 diesel 41-seater Plaxton Consort Mark IV, completed to own specification.  
NEW 1959 model BEDFORD (petrol) 41-seater Plaxton Consort, heater, radio, contemporary moquette.  
NEW 1958 ATKINSON L544 (Gardner 4LW) 37-seater Plaxton Highway omnibus, coach seats.  
NEW BEDFORD SB1 (Bedford diesel engine) 41-seater Plaxton Consort Mark IV, finish to detail.  
NEW A.E.C. Reliance (7.75-litre) 41-seater Plaxton Consort Mark IV, finish to detail.  
1957 BEDFORD SB (petrol engine) 41-seater Duple Super Vega, ivory-black, heater fitted.  
1955 COMMERCIAL TS3 diesel 41-seater Plaxton, amber heater lights, heater radio, ivory-black.  
1953 BEDFORD SB (petrol) 33-seater Yeates, heater, radio, cream-brown, certified 1963.  
1953 LEYLAND PS2-3 (9.4-litre) 35-seater Harrington full-front, radio, heater, certified 1960.  
1953 BEDFORD (petrol) 37-seater Plaxton Ventura, heater, radio, certified 1963.  
1951 A.E.C. Regal Mark IV, 9.6 underfloor, 41-seater Yeates, heater, radio, ivory-black.  
1951 A.E.C. Regal Mark IV, 9.6 underfloor, 37-seater Burlingtonam Seagull, reconditioned engine.  
1951 ALBION Victor (diesel FT3) 31-seater Cawood full-front, choice of two, cream-blue.  
1951 LEYLAND PS1 (7.4-litre) 35-seater Burlingtonam full-front, heater, radio, ivory-black.

HIRE-PURCHASE FACILITIES.

COMBERHILL GARAGES, LTD.,  
Phone, Wakefield 6051-5. 800-161

MILLBURN MOTORS, LTD.,  
51-79 MILLBURN STREET,  
GLASGOW, N.I.  
Phone, Bell 0073.

WE offer the following vehicles for immediate delivery. Your opportunity to acquire a good vehicle at the nearest possible price.  
1948 DAIMLER double-deck CV26 56-seater with November, 1961, £400.  
1948 ALBION service bus, 35-seater, certificate of fitness; 1961, £250.  
1948 GUY coaches, two of, 5-cylinder Gardner engine certificates of fitness June, 1963, each £300.  
LEYLAND FD4 double-deck 53-seater, four of, with recent all-metal low-bridge bodies, leather upholstery, immaculate condition, certificates of fitness 1960 and 1961, each £200.  
50 LEYLAND, Albion, Guy and Daimler double-deck buses, some with recent bodies, all in good order, prices from £75 £100. 800-232

J. W. FIELDSEND, L. TD.,  
OFFER THE FOLLOWING  
USED COACHES:—

NEW BEDFORD petrol 41-seater Plaxton; delivery February.  
1957-8 COMMERCIAL TS3 41-seater Plaxton and Duple; choice of several.  
1958 BEDFORD petrol 41-seater Plaxton, many extras, finished in maroon and cream, low mileage.  
NEW KARRIER 14-seater Plaxton full-luxury, fitted heater and radio; delivery April.  
1957 BEDFORD petrol 41-seater Plaxton.  
1957 BEDFORD petrol 41-seater Duple.  
TERMS and exchanges, full list sent on request. Phone for appointment to view.

160 CROSS LANE,  
SALFORD, 5.  
Phone, Pendleton 5331. 800-408

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Used Passenger Vehicles (contd.)

PERCY D. SLEEMAN, L. TD.,  
LONDON COMMERCIAL DEALERS.

COMMERCIAL Rootes diesel Burlingtonam 41-seater, finished to choice, 14 days' delivery.  
A.E.C. Reliance, 4 Duple and Burlingtonam 41-seaters, finished to choice.  
1955 COMMERCIAL TS3, Plaxton bodies, 39- and 41-seaters, certificates of fitness.  
1955 TS3, Duple bodies, 39-seaters, certificates of fitness 1960.  
1954 BEDFORD, 36 ft., upholstered in red, painted to choice, certificate of fitness 1959.  
1954 BEDFORD Burlingtonam, 36 seats, upholstered in blue, finished blue and grey, certificate of fitness 1959.  
1953 BEDFORD 35-seater Yeates, trimmed in red, finished cream and red.  
1952 BEDFORD, 37 seats, Gurney Nutting body, certificate of fitness 1962.  
1951 LEYLAND Royal Tiger, 41-seater, mounted Strachan body, 8 ft. wide, air brakes, choice of two, certificates of fitness 1961.  
1948 BEDFORD 29-seater Vista, from £250.

PART-EXCHANGES and hire-purchase terms to suit individual requirements.

38 UXBRIDGE ROAD,  
EALING, W.5.  
Phone, Ealing 7987; Uxbridge 5022. 800-419  
After hours Western 1321.

BIRDS COMMERCIAL MOTORS, L. TD.,  
BIRMINGHAM ROAD,  
STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136. Grams, "Quicksale."

USED PASSENGER VEHICLES.

10 A.E.C. Regent Mark III double-decker buses, year of registration 1948-49, fitted with A.E.C. 9.6-litre diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopillo seating, metal bodies, 9.00 by 20 tyre equipment, current certificate of fitness.  
10 LEYLAND double-decker buses, year of registration 1948-49, fitted with 0.600 Leyland diesel engines, full air brakes, fluid transmissions, automatic chassis lubrication, 56-seater with Dunlopillo seating, metal bodies, 9.00 by 20 tyre equipment, current certificate of fitness.  
THE above vehicles are as new in every respect.  
HIRE-PURCHASE will be arranged at low deposit.  
TWO LEYLAND PD1 double-decker buses, 56-seaters, all-metal bodies by Leyland, excellent condition.

FURTHER  
PARTICULARS AND PRICES  
ON APPLICATION. 800-121

CHARLES COPPOCK, L. TD.,  
SERVICE BUSES,  
THE GARAGE,  
ELM GROVE, CROSS STREET, SALE, CHESHIRE.

"SALE TIME AT SALE."

£150. 1949 BEDFORD 20-seat bus, all metal, ideal for country service, certificate of fitness.  
£150. 1949 BEDFORD 29-seat luxury coach, good tyres, special bargain.  
£150. LEYLAND, 8.6 oil engine, Harrington coachwork, 31 super luxury seats, certificate of fitness 1960.  
£150. 20 BRISTOL L-type, 5LW Gardner, 35-seat buses, just released from service.  
£150. 1948 GUY Arab, 5LW, 35-seat buses, a good vehicle for workmen's service.  
£150. LEYLAND, 8.6 oil engine, 36-seat bus, new body, 1950, certificate of fitness.  
£150. 1946 A.E.C. Regents, high-bridge deckers, 7.7, all-metal MC.W., choice six.  
£150. 1946 GUY Arab, 5LW, high-bridge decker, very clean, certificate of fitness.

PHONE, SALE 5633.  
GRAMS, "BUSUNITS." 800-98

RENTON'S LUXURY COACHES offer:—  
1949 FODEN 33-seater full-fronted luxury coach, and just recertified, certificate of fitness until 1963, immaculate condition, must be seen, £695.  
1951 Plaxton 39-seater full-fronted luxury coach, 8-ft. Envoy-type body, and a real bargain at £1,495.  
1951 Bellhouse-Hartwell Continental-type full-fronted 8-ft. luxury 35-seater coach, LEYLAND PS1, many extras including courier seat, demisters, heater, Continental lights, Perspex front and rear domes, used on extended tours, offered at only £895.  
THE above vehicles are offered only due to shortage of garaging, and we are the only owners since new.  
Call for any trial or inspection at:—  
522 MANCHESTER RD., Hollinwood, Oldham. 801-7201  
Phone, Falsworth 1438.

1947 LEYLAND PS1s, 56-seaters, high-bridge, Burlingtonam bodies, certificates of fitness, immaculate, £450 each.  
A.E.C. Mk. III 1950 36-seaters, all-metal Roe demisters, service buses, 9.6 engines, certificates of fitness, exceptional value at £525 each.  
BRISTOL, Leyland, Dennis, A.E.C. single- and double-deck from £100 each, old vehicles taken in part-exchange. Terms, etc.

NORTHS,  
PONTEFRAC T ROAD,  
LEEDS, 10.  
Phone, Leeds 76809. 800-227

Used Passenger Vehicles (contd.)

V. C. COLEMAN,  
166 MAIN ROAD,  
SUNDRIDGE, KENT.  
Braisted 291.

1954 BEDFORD Yeates Riviera 36-seater, glass quarters, lift-up roof vents, heater, etc., in immaculate condition, one owner, certificate of fitness 1963.  
1953 BEDFORD Plaxton Ventura 35-seater, radio and heater, every extra, as new, one owner, certificate of fitness 1964.  
1951 BEDFORD Duple Vega 33-seater, 7 ft. 6 in., certificate of fitness 1961, one owner.  
1950 BEDFORD Duple Vista 29-seater, certificate of fitness, one owner.  
1949 BEDFORD Duple Vistas 29-seaters, certificates of fitness, choice of two.  
1947 BEDFORD Duple Vistas 29-seaters, certificates of fitness, choice of two.  
1957 BEDFORD 12-seater, Kenex Aristocrat, sliding roof, heater, racks, etc., immaculate condition, one owner.  
SET of 33 full luxury seats, Dunlopillo, blue moquette, 800-331

1951 LEYLAND PS2, full-fronted, good condition, 35-seater, certificate of fitness 1961.  
1951 CROSSLEY 37-seater and courier seat, full front, Plaxton body, certificate of fitness to July, 1961.

ORMSKIRK MOTORS, L. TD.,  
MAIN VAUXHALL AND BEDFORD DEALERS,  
COUNTRY ROAD, ORMSKIRK.  
Phone, Ormskirk 2551-2. 800-398  
After 8, Anfield 6001.

LANCASHIRE MOTOR TRADERS, L. TD.,  
OLYMPIA GARAGE,  
LIVERPOOL STREET, SALFORD, 5.  
Phone, Pendleton 5201 evenings, Oldham Main 2461.

1956 BEDFORD Plaxton 41-seater, red interior, blue-cream exterior, immaculate, price £2,750.  
1953 A.E.C. Mark IV Burlingtonam Seagull 41-seater, red interior, grey-maroon exterior, used on tours only, price £2,450.  
1951 AUGUST, BEDFORD Duple, 33 seats, green interior, green-cream exterior, fitted glass quarters and tubular racks, £1,300.  
1950 A.E.C. 9.6, Burlingtonam full-front, 33-seater, interior, cream-orange exterior, certificate of fitness 1960, price £950.  
1948 LEYLAND PS1, 33 seats, autumn tint interior, red and cream exterior, good tyres, certificate of fitness late-1960, choice of two from £275.  
1954 BEDFORD Plaxton, 38 seats, fitted lift-up roof vents, red interior, blue-cream exterior, price £1,850. 800-472

VICTORIA COACHES, L. TD.

1957 COMMERCIAL TS3 41-seater Plaxton.  
1956 COMMERCIAL TS3 41-seater Duple.  
1957 BEDFORD (petrol) 41-seater Plaxton, price £2,650.  
1953 CROSSLEY 37-seater Churchill, price £1,000.

PHONE FOR APPOINTMENT TO VIEW.  
1159 LONDON ROAD,  
LEIGH-ON-SEA.  
Phone 74456. 800-406

1948 MAUDSLAY, Duple body, certificate of fitness four years, 33-seater.  
1949 AUSTIN Mann Erection body, certificate of fitness 1959, 32-seater.  
1951 BEDFORD Vista, Duple, certificate of fitness two years, 29-seater.  
ALL these coaches are in first-class condition.

PHONE, Wallington 6648-9. 800-364

1951-Type CROSSLEY, Plaxton 37-seater full-luxury body, heaters.  
1952 TILLING-STEVENS, Gurney Nutting 37-seater luxury body, heater and radio, both vehicles in excellent condition, offers invited or would be prepared to exchange with reasonable cash adjustment for 41-43-seater COMMERCIAL TS3 or A.E.C. Reliance preferred.  
A. G. AND K. M. SPIERS, LTD., 4 Market Place, A. Henley-on-Thames, Oxon. Phone, Henley 312. 800-7164

DOUBLE-DECKERS, 1946-47, in very good condition, ready for service, with good certificates, from £275.  
FODEN 2-stroke 37-seater, 1950, certificate to September, 1960, good cheap vehicle at £825; full front.  
A.E.C. (Two) Mk. IV, 41 seats, 1951, £2,000; in exceptional condition, certificate to June, 1961.

DAVIS COACHES, 21-23 Gospel St., Birmingham, 4. Aston Cross 2305. 800-7194

1950 BEDFORD, 29-seater Strachan body, £350.  
1952 BEDFORD 33-seater and one courier, Duple, £1,350.  
1951 AUSTIN, 32-seater Plaxton Envoy full-front, in good condition, £700.  
COOKS, of Biggleswade. Phone, Big 2213. 800-11

C.D.S. TRADING CO., LTD., 272 London Rd., 5561-2-3, Wallington, Surrey. Phone, Wallington 24138.  
1951 A.E.C. 7.7 oil engine, fully fronted Picktree coaches, 35 seats, certificate of fitness 1960-61, immaculate condition, choice of 10.  
1955 COMMERCIAL Beadle 45-seater buses, underfloor TS3 engine, certificate of fitness end of 1959-60, excellent condition, choice of two, 800-14

1949 Model BEDFORD Duple 29, £325.  
1955 A.E.C. Reliance Plaxton 41, £2,750; both in immaculate condition.  
CAMPINGS COACHES, Park Crescent, Brighton 25493. 800-74

Used Passenger Vehicles (contd.)

COLDRO, 4 deckers, engines, £250.  
certificate of fitness, 1945.  
TS7, £100.  
Also available for all parts.  
COLDRO, 4 deckers, engines, £250.  
certificate of fitness, 1945.  
TS7, £100.  
Also available for all parts.  
ONE MAU...  
ONE MAU...  
AUSTIN...  
ESSEX...  
HUTFIELD...  
1955...  
1952...  
1946...  
1950...  
1951...  
1949...  
WESLEY...  
GARNER...  
MAUDSLAY...  
A choice of...  
AUSTIN...  
READY...  
37 SOUTH...

contd.)

era 36-seater, glass  
seater, heater, etc., in  
certificate of fitness  
35-seater, radio and  
w. one owner, certi-  
3-seater, 7 ft. 6 in.  
seater, certificate of  
29-seaters, certificate  
29-seaters, certificate  
Aristocrat, sliding  
immaculate condition,  
pillio, blue moquette,  
800-331  
ed, good condition,  
fitness 1961.  
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LTD.  
ORD DEALERS,  
SKIRK.  
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800-398  
ADERS, LTD.,  
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r, red interior, blue-  
r, price £2,750.  
m Scagull 41-seater  
eam engine, used on  
ole, 33 seats, green  
terior, fitted glass  
full-front, 33-seats,  
exterior, certificate  
autumn tint interior,  
and tyres, certificate  
to £2,750.  
is, fitted lift-up roof  
eam engine, price  
800-473  
LTD.  
Plaxton.  
Duple.  
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rchill, price £1,008.  
TO VIEW.  
ROAD,  
800-406  
certificate of fitness  
body, certificate of  
certificate of fitness  
condition.  
800-364  
y Nutting 37-seater  
io, both vehicles in  
uld be prepared to  
ent for 41-43-seater  
eferred.  
4. Market Place,  
n, Henley 312.  
800-7164  
ry good condition,  
icates, from £275.  
icate to September,  
full front,  
1951, £2,000; in  
ertificate to June,  
t., Birmingham 4,  
800-7194  
han body, £350.  
one courier, Duple,  
Envoy full-front,  
2213.  
800-11  
272 London Rd.,  
horne, Wallington  
y fronted Picktr  
of fitness 1960-61,  
buses, underfloor  
tness end of 1959-  
800-14  
0, £325.  
£2,750; both in  
escent. Brighton  
800-74

## Used Passenger Vehicles (contd.)

**COLBRO, LTD.** offer: Two 1947 A.E.C. Regal single-deckers, certificate of fitness 4-60, fitted reconditioned engine, £250. One Leyland TD7 1942 double-decker, certificate of fitness 2.60, £175. Two Bristol double-deckers, 1945, fitted A302 engines, £175. Quan, Leyland 137, £100. Quan, Bristol LSG, £150. Quan, Guy 6LW £220. Also buses by Dennis, Albion, etc. Engines and units for all types.  
**COLBRO, LTD.** Wood Lane, Rothwell, Leeds. Phone, 800-226. Rothwell 3258.  
**ONE MAUDSLAY A.E.C. 7.7, 33-seater, Wadham half-cab, 31.8.49, tyres, batteries, etc., as new, £700.**  
**ONE MAUDSLAY, as above, 9.12.49, £700.**  
**AUSTIN P.S.V. 11-seater, 11.1.57, as new, £675.**  
**ROSEK** Bus washing machine for 7-ft. 6-in. or 8-ft. vehicles, £225.  
**HUTFIELD COACHES (GOSPORT), LTD., Gosport, 803-373. Hants. Phone 80089.**  
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**1950 ALBION Victor, diesel, 31 seats, Reading body, certificate of fitness to December, 1959, £650 o.n.o.**  
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**All the above are in excellent condition. For further particulars apply Jack Wingrove Ltd., 85 Penn Rd., Hazlemere, High Wycombe, Bucks. Phone, Penn 2320. 800-388.**  
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**WESLEY'S COACH SERVICES, Stoke Goldington, North Bucks. Phone 26. 800-130.**  
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**WE ARE NOW ACCEPTING ORDERS FOR THE**  
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**WE are now taking orders for the coming season.**  
**Les Gleave, Ltd., Fourways Garage, Arcold, Small-**  
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**CARRIMORE close-coupled articulated 6-wheelers, hand-**  
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**AVAILABLE shortly. Due to termination of contract**  
**eight Thames Trader 6D 108-in. W.B. articulated**  
**chassis and cabs, registered August, 1958, 8.23 by 20 12-ply**  
**tyres, heaters, all in first-class condition. Deliveries can**  
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**A Large selection of articulated vehicles always in stock,**  
**3-tonners to 100-tonners, include a wide variety of**  
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**RUSH GREEN MOTORS, Langley, Hitchin, Herts.**  
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**NEW BEDFORD 8- and 10-ton tractor unit, normal**  
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**1955 SCAMMELL Scarab, small mileage, first-class**  
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**1956 FORD 4D tractor, excellent condition**  
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**SCAMMELL Scarab, petrol or diesel, for early delivery.**

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**USED SCAMMELL trailers from 6 tons to 8 tons**  
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**Tasker platform trailers. Offers. Phone,**  
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**THREE BEDFORD 8-ton tractors, 1950-51-53 with four**  
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**16-ton lift, 40,000 lb. winch, petrol engine, air**  
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VEHICLES. SPARES TYRES.  
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**TWO BEDFORD OL trucks**, £100, the pair. Pirbright 6188. Garage, Pirbright Rd., Southfields, S.W.18. 800-275

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**BEDFORD 4 x 2**, Army reconditioned, £125.

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**AUSTIN 152 15-cwt. chassis**, fitted large capacity Luton body, ready for colour.

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**AUSTIN LD2 chassis**, petrol, fitted Luton body, 650 c.c., nearing completion.

**H. A. SAUNDERS, LTD.,**

832-842 HIGH ROAD,  
FINCHLEY, LONDON, N.12.  
Hillside 5272, ex. 25. 800-99

**1948 JENSEN diesel** 1,800-cu.-ft. Luton van, low loading all-metal body, in good running order, £275.

**ARTICULATED** pantechon trailers, Scammell A coupling, 1,800 cu. ft., in good order, choice of several.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 800-167

**1953**, Late BEDFORD 4-5-ton long-wheelbase with 1,000-cu.-ft. Luton body, in clean order throughout, body excellent, good tyres, £395. W.E.M. Motors (Wimbledon), Phone, Cherrywood 4322, 4568. Below.

**1951 AUSTIN Lodestar** 4-ton long-wheelbase chassis with 1,200-cu.-ft. Luton body, condition of body is as new, tyres are good, whole van in fine clean order, used only on C licence. £395. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Cherrywood 4322, 4568. 800-250

**ALWAYS** a good selection of pantechon and boxvans from 900-1,200-cu.-ft. capacity. Guy Vixen, Austin, Morris, etc. Contact the van specialist, Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone, Bristol, 77667. 800-155

**LARGE Luton vans**, 1,650 cu. ft. Boughton, 1-5 Odeas, E.7. Maryland 1888. 800-264

**NEW FORD 4D diesel** 3-ton long-wheelbase chassis, fitted new 1,000-cu.-ft. low-loading Luton body with rear doors, grey primer, £1,300. Ready for immediate use.

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**WE** carry a good stock of coaches, suitable for converting to travelling shops. Inquiries welcomed.

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**BRAND-NEW Butterfield stainless steel milk tank**, 1,600 gal. capacity, mounted on latest Ford Trader 7-ton chassis and cab, will separate. Apply Barton Townley Ltd., Main Ford Dealer, Lancaster. Phone 4317-8-9. 801-7191

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**ALBION 1948** (petrol) forward-control 1,100-gal. tanker, two compartments, tank is of stainless steel, tyres are good, machine used only by a brewer from new and in outstanding condition, £495. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4322, 4568. 800-252

**1951 THORNycroft** 8-wheeled 3,600-gallon tanker, six compartments, late property of large petrol company, well maintained, excellent order, double-drive, air brakes, £1,250.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 800-175

**1952 MORRIS** 1,200-gallon tanker (two), 3-compartment, 500-400-300, forward control, 4-cylinder petrol engine, £35 by 20 tyres, good, clean condition, £325 each. Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge. Uxbridge 8617-8. 800-330

**1950 FORD** 6-wheel double drive, cesspit emptier. C. Russell, 46 Clarence St., Southampton. Phone 26590. 800-495

**1951 BEDFORD** 1,000-gal., two compartments, with pump.

**1948 BEDFORD** 800-gal., four compartments.

**BEDFORD OL 4 x 4** 900-gal. refueller, complete with pumping equipment, unregistered, very clean, cheap, from £165 each, very clean.

**900-GAL.** Bowser trailers, excellent condition, complete with pumping equipment.

**SEVERAL** 3,600-gal. 6-compartment oval vehicle tanks, suitable for spirit.

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**1958 COMMER T31** short-wheelbase tipper, 9.00 by 20 tyres, Pilot 12 cu. yd. alloy body and under-floor gear, air brakes, £2,266. Sale due to cancelled contract. Mileage 2,496. Offered at £1,795. 800-4

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**1954 BEDFORD** 7-ton 6-yd. Western Equipment, R6 engine, £500. High St., Uxbridge. 800-332

**FODEN** 1940 4LK Gardner hydraulic tipper in very good order at Epsom, Surrey. 800-332

**BAYLIS**, Timberham Works, Lowfield Heath, Crawley, Surrey. Horley 4536. 800-309

**A.E.C.** And Foden. See Classified Advertisements. Phone, Langley Mill 2623; evenings, 3000. 800-286

**1953 BEDFORD O** model long-wheelbase tipper, first-class condition all round, ready for work, £275. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 800-298

**1951 E.R.F. 5LW** and 1949 Atkinson 4LW short-wheelbase tippers, twin-ram gears. Barnes & Tipping, Ltd., Clitheroe. Phone 554. 802-5172

**1956 COMMER T31** 6-cu.-yd. tipper, steel body, excellent condition, guaranteed, £1,050.

**CAMPBELL SYMONDS AND CO., LTD.**, Forty Avenue, Wembley, Middx. Arnold 7771. 800-383

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**TIPPERS** wanted. Dodge, all models 1955 onwards, low mileage. Church Road Motors, Ltd., Hadleigh, Essex. Phone 57271. 800-468

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#### TASKERS TRAILERS AND SEMI-TRAILERS.

**FOR** every kind of load between 8-cwt. and 35 tons suitable for use with the great majority of prime movers; also for Land Rovers, vans and cars.

**QD** Straight-frame semi-trailers, and certain other types, "off the peg."

**COUPLINGS**: S.A.E. (S.M.M.T.)—Taskers "D-S" automatic—mechanical horse.

**FULLY** illustrated descriptive leaflets on request.

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London Office: 36 Victoria Street, S.W.1.

Phone, Abbey 2202.

Manchester Office: 26 Corporation Street, Manchester, 4.

Phone, Deansgate 6009.

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**CARRIMORE**. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

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**DYSON** super trailers and semi-trailers

**THE** best of haul investments.

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**OVER 200** used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-loaders, bus bodies, platform, pantechonics, and special types.

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**TWO-WHEEL** trailers, large selection. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 800-25

**TRAILER**, 20-ton 16-wheeler. Ackermann steering, £291. Acorn 6911. 800-136

**23-FT.** and 25-ft. 11-ton trailers, as new, Scammell coupling, latest-type axle, 9.00 by 20 tyres. H.P. facilities available. Merriworth (Engineering), Ltd., Darnford 2810 and 3986. 800-804

**TRAILERS**. Two Dyson 8-ton draw-bar type, three years old, 18-ft. 6-in. platform. One with single line air pressure brakes; one with vacuum brakes. Both vehicles used on capacity work and are in excellent condition. Oswald Transport, Ltd., East Rd., Heathfield, Avon, Scotland. 801-7203

**LOW-LOADERS**. We have several 10- and 12-ton low-loaders with knock-out axles in stock, also numerous semi-low-loaders.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 800-167

**1958** Hands 2-3-ton lightweight 4-wheeled tow-bar by 20 tyres, hardly used, offered at one-third of its original cost, £295. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4322, 4568. 800-253

**20-FT.** Scammell trailer, late type, one only. Crossroads Commercial, Ltd., Gildenstone, near Leeds. Phone, Morley (near Leeds) 4144, 5 or 6. 800-187

**CHOICE** of two Hands 4-wheel 6-ton trailers, £125 each. Excellent condition. Mrs. E. Hales, 7 Manor Rd., Wales, near Sheffield. Phone, Kiveton 476. 800-218

**25-FT.** 10-ton 1955 Scammell box trailer, one owner, body needs attention, £475.

**8-TON** 20-ft. Scammell drop-side trailer, alloy floor, 1958. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 800-273

**15-TON** low-load articulated trailer, knock-out rear axles, 4-in-line, air-pressure brakes, fitted with loading winch, skids and Taskers hitch, very good condition, price £650.

**C. MORGAN AND SON**, Waltham Chase, Southampton. Phone, Bishops Waltham 133. 801-7213

**NEW SCAMMELL** trailers for all purposes for quick delivery.

**TASKER** 6-ton step-frame trailer, little used.

**SCAMMELL** 6-ton drop-frame trailer on 10.50-16 single tyres, £125.

**E. J. BAKER AND CO. (DORKING), LTD.**

Phone, Dorking 3822. 800-319

**22-FT.** and 20-ft. 10-ton trailers, Hands coupling, drop sides, good condition, reasonable price. Hopkin, Station Goods Yard, Woburn Sands 2378. 800-25123

**22-FT.** SCAMMELL 6-ton semi-low-loader articulated trailer, 8.25 by 10, fitted winch, £130. Butlin, Keyes Meadow, Bicester Rd., Adderbury, Banbury. 800-25178

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**BTC** 10-ton 24-ft. platform, air brakes, fifth wheel pin, £600.

**PETERBOROUGH ENGINEERING CO.**, 44 Eye Rd., Peterborough. Phone 6161. 800-477

**£350.** 10-ton 23-ft. genuine Scammell trailer, 9.00 by 20.

**£250.** 10-ton 20-ft. genuine Scammell trailer, 36 in. 8; choice of four.

**255 WALTON LANE**, Liverpool, 4. Aintree 1873. 800-411

### Trailers Wanted

**TASKERS** low-loading trailer, 20 to 25 tons capacity, 18-ft. well. Otway and Golders, Ltd., 40a Jasmine Grove, Penze, S.E.20, Sydenham 7047. 800-13

**WANTED**, one 10-12-ton and one 15-20-ton low-loader, maximum well, knock-out wheels, modern, attractive price. Box CM807, care of "The Commercial Motor." 800-40

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**14.00** By 20 wheel assemblies (wheel tyre and tube), NEW 9.00 by 20 Dunlop Track Grip at £17 10s.

**REMOULD**: 10.50 by 20, £12 10s.; 11.00 by 20, £12 10s.

**J. LEAVESLEY, LTD.**, Alrewas, Staffs. Phone, Alrewas 354. 800-7133

**1400** X 20 Trak Grip wheel units, as new, at £25 each; only 45 available.

**R. E. TREM AND CO., LTD.**, Bawtry Rd., Finnerley, near Doncaster. Phone, Finnerley 203-204. 800-208

**1400** X 20-in. wheel assemblies (wheel, tyre and tube) civilian type tread, as new, £20 each. Caterham, Surrey, 2341. 800-xA5167

### WHEELBASE EXTENSIONS

**BAICO** wheelbase extensions for new, used, including ex-W.D. Austin, Bedford, Commer, Dodge, Ford, Guy, etc. Baico Patents, Ltd., 323-329 High Rd., Chiswick, W.4. Chiswick 2286-7. zzz-888

### WINDSCREENS

**WINDSCREEN** assemblies, half-drops, sliding windows, manufactured alloy-brass-steel. Quick frame repair and replating service. British Steel Frame Co., Ltd., Cambridge Heath Rd., London, E.2. Shorditch 327-4. zzz-849

**PERSEX** cut to size and pattern. Denny, Ltd., 13 Netherwood Rd., W.14. She 5152, 1426. zzz-816

## MISCELLANEOUS ADVERTISEMENTS

### AUCTIONS

#### FORTY-FIRST SALE.

#### E. R.

By Order of the Minister of Supply.  
**M.O.S. STORAGE DEPOT, RUDDINGTON**  
(five miles south of Nottingham on the main Nottingham-Loughborough road).

#### WALKER, WALTON AND HANSON

(in association with)  
**TURNER, FLETCHER AND ESSEX**  
and  
**RICHARDSON AND LINNELL**

will sell by AUCTION on  
**MONDAY AND TUESDAY,**

**MARCH 9 and 10, 1959, at 10.30 a.m. each day.**

A LARGE QUANTITY OF  
**GOVERNMENT SURPLUS PLANT AND STORES,**  
INCLUDING

**BEICHL UNIVERSAL MILLING MACHINE, RYDER-MATIC No. 12 and 18 LATHES, ORMEROD SLOTTING MACHINE, SCRIVER CENTRELESS GRINDERS, END SEAM AND LONGITUDINAL WELDERS, Horizontal Milling Machines, Grinding Machines, Duomatic and Centre Lathes.**

Web Equipment, Canvas Covers, Ankle Boots, Rubber Knee Boots, Clogs, Laces, Boot and Shoemakers' Equipment, Shoe Polishing Brushes, Ladies' Gauntlets, Snow Goggles, Denim Overall Blouses, Mending Wool, Leather Belts and Straps, etc.

Vibro Centric Valve Seat Grinders, Carpenters' Tool Kits, Oxy-Acetylene Welding and Cutting Sets, Soldering Irons, Angle Plates, Vee Blocks, Surface Gauges, Thread Chasers, Chucks, Electric Drills, Sewing and Tacking Machines, Analytical Balances, Ferrous and Non-Ferrous Metals, Starter Motors, Carburettors, Sparking Plugs, 41-gal. Petrol Cans, Hydraulic and Screw Jacks, Breakdown Ambulances, Towing Ropes, Mechanical Tyre Pumps, Petrol Hose, Fuel Injectors, Scrap Batteries, Emery Cloth, Diesel and Petrol Driven Generators and other M.T. Spares, etc.

Also  
**17,700 TYRES**  
(Many being offered in small lots)  
including

1,800 — 5.00 X 16; 470 — 5.25 X 16; 170 — 5.75 X 16; 6,675 — 6.00 X 16; 730 — 6.25/6.50/6.75 X 16; 160 — 7.00 X 16; 670 — 7.00 X 20; 930 — 7.50 X 16; 255 — 8.25 X 15; 3,775 — 9.00 X 16; 860 — 9.25 X 16; 60 — 10.00 X 20; 60 — 10.50 X 16; 110 — 10.50 X 20; 60 — 12.00 X 20; 265 — 14.00 X 20; 220 Tyres, Tubes and Flaps 7.50 X 20 and also others of various sizes.

**FOR VIEWING DATES AND TIMES SEE PAGE VIII IN THE CATALOGUE.**

**CATALOGUES:** Price 1s. each (postal orders only) to admit TWO persons to view and ONE PERSON to the Sale may be obtained from the Auctioneers' Offices, Dept 12, Byard Lane, Bridlemouth Gate, Nottingham. (Phone) Nottingham 54272 (seven lines). 800-13

A60

### Miscellaneous Advertisements (contd.)

#### GODDARD, DAVISON AND SMITH, L. TD.

THE AUCTION HALLS,  
**PUTNEY BRIDGE APPROACH, S.W.6.**  
Renown 6101-3.

#### SALES EVERY MONDAY OF COMMERCIAL VEHICLES

OF ALL DESCRIPTIONS.  
ENTRIES ACCEPTED EVERY WEDNESDAY. zzz-579

**NORTH LANCs.** Garstang 3 miles, Preston 7 miles, Lancaster 14 miles. A6 road. Frontage 220 ft., site 2,625 sq. yd. Filling station, garage premises with dwelling house attached. Established 50 years; 3 petrol pumps, storage 1,500 and, throughout about 42,500 gal. per annum. Particulars from T. B. Jackson, Auctioneer, Victoria Buildings, Carnforth. (Phone 52.) 800-60

### THE MILLBURN ORGANIZATION.

#### MOTOR AUCTION SALE.

**BUSES, COACHES, COMMERCIAL VEHICLES, VANS, ETC.**

OVER 70 LOTS.

ON THURSDAY, MARCH 5, 1959,

Commencing at 2 p.m.

AT

#### MILLBURN MOTORS (PRESTON), L. TD.

WALMER BRIDGE, LONGTON, PRESTON.

Phone, Longton, Lancs, 3255-6. 800-40

### BUSINESSES, PREMISES, OFFICES, ETC.

**HAULAGE** business for sale, Midlands area, limited company, small fleet of special A licence vehicles. Box CM9725, care of "The Commercial Motor." 801-7197

**FOR** sale, newly erected building with offices and showroom front, suitable garage or factory, approximately 12,000 sq. ft. with optional 92-ft. forecourt for petrol filling station, passed by local authority, main road situation. For price and particulars, apply to Messrs. Baden Barnes and Co., Solicitors, 123 Church St., Blackpool, Lancs. 802-7208

**THREE** A licences with vehicles, total 13 tons. Box CM808, care of "The Commercial Motor." 800-79

**HAULAGE** business (limited company) consisting of two 1949 Atkinson 9-10-ton long-wheelbase lorries and 10-tons open A licences, expires 1963. Reading area, price £2,900. Box CM8017, care of "The Commercial Motor." 800-240

### Miscellaneous Advertisements (contd.)

**HAULAGE** business (limited company) East London, consisting of 20 tons A licences for artic and 4-wheelers, expires 1962, house, office and yard available on lease, price £4,500, also tax losses available approx. of £6,000.

**HAULAGE** business (limited company) Blackburn, consisting of 1958 A.E.C. Mammoth Major 6-wheeler with special A licence 7 tons and 1952 Bedford 7-ton long-wheelbase lorry with B licence with very good conditions, £5,250; hire-purchase available.

#### WILDE AND BENNETT, L. TD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356. 800-219

**HAULAGE** business (limited company), comprising 1940 Foden 8-wheeler and open A licence 7 tons-15 cwt. Metropolitan area, expires 1964, price £1,850. Box CM8018, care of "The Commercial Motor." 800-241

**LIMITED** Company, 15 tons, B licences, tipper, two other lorries, road and building materials, Metropolitan area, yard and office with goodwill, £3,750; £750 loan to right person. Box CM8020, care of "The Commercial Motor." 800-x5161

### Businesses, Premises, Offices, Etc., Wanted

**WANTED**, bus business situated in the Northern Traffic Area, must have stage or express licence. Box CM809, care of "The Commercial Motor." 800-79

**WANTED**, haulage businesses with special A licences, ordinary A licences and B licences in any part of the country.

#### WILDE AND BENNETT, L. TD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356. 800-219

**B** licence wanted, general haulage or removals (Metropolitan). Gre 1636. 800-x5169

**PREMISES**, suitable for garaging 6-10 or more coaches. S.W. London. Purchase of business considered. Box CM9819, care of "The Commercial Motor." 800-574

**TRANSPORT** business (mainly livestock) wanted. Any area in England. Full details to Box CM8022, care of "The Commercial Motor." 800-x5182

### CONVERSIONS

#### HENDY FOR FORD.

BRITAIN'S FIRST FORD DEALER.

**DIESEL** 4D and 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

#### PERCY HENDY, L. TD.

SOUTHAMPTON 28331 (EIGHT LINES). zzz-883

### Miscellaneous

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Works, Springfield  
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810-6111  
enley (phone 2262),  
zzz-979  
d and most others  
in stock.  
Field Paddock, Pops's  
zzz-843  
wheel tyre and tube,  
strip at £17 10s.  
10s.; 11.00 by 20,  
as, Staffs. Phone,  
803-7133  
its, as new, at £25  
wry Rd., Fillingay,  
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as new, £22 each.  
800-485167

# NSIONS

new, used, including  
er, Dodge, Ford,  
327-329 High Rd.,  
zzz-888

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Quick frame repair  
ame Co., Ltd., 205  
Shoreditch 327-44,  
zzz-888

Denny, Ltd., 13  
2, 1426, Ldz. 816

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any) East London.  
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1952 Bedford 7-ton  
with very good  
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Motor." 800-241

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# Etc., Wanted

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L, LTD.,  
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800-25169

or more coaches,  
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Motor." 800-376

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Box CM8022, care  
800-25182

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T LINES).  
zzz-881

## Miscellaneous Advertisements (contd.)

**CONVERT YOUR VEHICLES  
TO FORD 4D AND 6D POWER**  
ALL MAKES OF VEHICLES UP TO 7 TONS CAN  
NOW BE FITTED WITH THE COST-CUTTING FORD  
4D AND 6D ENGINES, MEANING:—  
LOWER INITIAL COST,  
MORE M.P.G.,  
CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable.  
Let us quote you for your vehicles.

**QUICKS FOR FORDS,**  
INDUSTRIAL UNIT SALES DEPT.,  
221 DEANSATE, MANCHESTER, 3.  
Phone Backfairs 2468. zzz-7053

## PETROL ENGINES.

**PETROL  
TO  
DIESEL  
CONVERSION UNITS.**  
**PRAILLS (HEREFORD), LTD.,**  
HOLMER ROAD, HEREFORD.  
Phone 4221 (six lines). 800-815

## CUT YOUR FUEL COSTS

WITH  
**SEARLS 4D I**  
FOR  
**OMODEL BEDFORDS.**  
"DO IT YOURSELF" KITS FROM  
**£45.**

OR COMPLETE CONVERSIONS.

**SEARLS ENGINEERING, LTD.,**  
MANCHESTER ROAD,  
LONDON, E.14  
East 3685. 800-246

## HAULAGE AND BACK LOADS

**CHARD TRANSPORT CO., LTD.,** for all types of  
traffic to and from the West Country, serving London,  
Bristol, Southampton, Midlands, Liverpool, Manchester,  
etc. Phone 3425-6; night, 3365. 15 High St., Chard,  
Somerset. 806-7045

**RETURN** loads required, bulk or general goods, from  
Leamington, Warwick or Coventry areas to North  
Staffs, Cheshire and South Lancashire areas. Daily ser-  
vice. Box 79, Whitehart Newsgate, Biddulph. 801-7196

## HIRE-PURCHASE

**H.P.** Finance available, private deals, prompt settle-  
ment. Finextra, Ltd., 58 Jernyn St., S.W.1.  
Phone until 9 p.m., Hyde 1391. zzz-980

**FINANCE** immediately available for hire-purchase, credit  
sale on all types of equipment, accessories, tyres,  
batteries, etc. Chancery Lane Credit Co., Ltd., 27 Chan-  
cery Lane, London, W.C.2. 801-7107

## INSURANCE

**PAUL CHILDS, LTD.,**  
58 BIRCH GROVE,  
LONDON, W.3.  
Acorn 2398.

**BEST** market rates—no-claim bonus to 40%. Monthly  
or quarterly payments accepted. zzz-634

**SAVE** money on insurance. Lower rates, larger bonus.  
Progressive Brokers, "Cheapest Rates Specialists."  
237 The Vale, London, W.3. She 9231-2. zzz-804

**COMMERCIAL** vehicle and car insurance, expert advice,  
competitive rates, no-claim bonus to 40%, cars to  
50%; deferred premiums. Obtain the best terms from  
specialist motor insurance brokers.  
**INSURANCE ACCEPTANCES, LTD.,** 63-64 Broad St.,  
Avenue, London, E.C.2. London Wall 7641-3. zzz-630

## MISCELLANEOUS

**11,000** Heavy iron shed timber mats (deck panels),  
approximately 48 in. by 36 in. by 3 in.  
thick by 80 lb. each, 4s. each, ex depot near Stratford-  
on-Avon, minimum 100 lots. Harford Engineering Co.,  
Ltd., Whitting Rd., Norwich. 804-7182

## Miscellaneous Wanted

**ALUMINIUM** scrap urgently required. Lowton Metals,  
A.Ltd., Lowton Saint Mary, near Warrington. Leigh  
04a23 1444-5. 800-469

## Miscellaneous Advertisements (contd.)

## NOTICES

**TO WHOM IT MAY CONCERN.**  
WE THE UNDERMENTIONED WISH IT TO BE  
KNOWN THAT WE HAVE NO CONNECTION  
WHATSOEVER WITH ANY OTHER COMPANY OF  
THE SAME NAME.

WE ARE:—  
THE PREMIER TRANSPORT,  
HAROLD A. RUSSETT, LTD.,  
1-4 SUSSEX STREET,  
SAINT PHILIPS, BRISTOL, 2.  
REGISTERED OFFICE: 48 DAYS ROAD, BRISTOL, 2.  
THIS IS OUR ONLY ADDRESS. 800-7187

## SITUATIONS VACANT

**A.M.I.M.I.** City and Guilds, A.M.I.Mech.E., etc., on  
"No pass, no fee" terms, over 95% successes. For  
details of exams, and courses in all branches of auto-  
diesel, auto, mechanical engs., etc. Write for 148-page  
handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane,  
London, W.8. zzz-812

**FIRST-CLASS** diesel motor mechanic required for S.E.  
London transport contractors; must be keen man with  
initiative. Box CM9824, care of "The Commercial  
Motor." 800-24709

**SKILLED** diesel fitters required for fleet of A.E.C.,  
Commer and Bedford vehicles. Permanent position  
with good wages. Bungalow accommodation available.  
Box CM9917 care of "The Commercial Motor." 800-25021

**COMPETENT** Diesel Mechanic required for Dorchester-  
Weymouth area, but willing if necessary to travel  
to different parts of the country to inspect and repair  
P.S. vehicles. Single man with no ties preferred. Please  
state wages required and experience. Box CM999, care  
of "The Commercial Motor." 800-7180

## BOX NUMBER ADVERTISEMENTS

Are available to advertisers for an extra  
charge of 4/4.

**REPLIES** are forwarded immediately  
upon receipt and all received up to  
5 p.m. despatched the same day.

**URGENT REPLIES** may be sent by  
telephone or telegram and readers  
should telephone Terminus 3636  
for this service.

**BOX NUMBERS** should be copied  
accurately, printed clearly, and en-  
velopes addressed correctly to "The  
Commercial Motor," Bowling Green  
Lane, London, E.C.1.

**MONEY SHOULD NEVER BE  
ENCLOSED WITH REPLIES TO  
BOX NUMBER ADVERTISE-  
MENTS**

**WANTED,** manager to take over small haulage busi-  
ness in Birmingham area, experience on parcels  
traffic an advantage, must be strong disciplinarian and be  
capable of taking full control, also able to operate on  
own initiative. Box CM803, care of "The Commercial  
Motor." 801-7205

**SALESMAN** for car and van sales. Prospect: Sales  
Manager. Experienced salesmen only to apply, in  
writing stating full details of experience, Kingston Hill  
Motor Works (Sutton and Charn), Ltd., Vauxhall-Bedford  
Main Dealers, 50 Malden Rd., Charn, Surrey. 800-16

**COMMERCIAL** Vehicle Salesman required. F. G. Burnes  
and Sons, Ltd., Bedford Dealers, Wy-pasa Rd., Guild-  
ford, Surrey. 800-12

## RIBBLE MOTOR SERVICES, LTD.

VACANCY FOR ASSISTANT ENGINEER.

**RIBBLE MOTOR SERVICES, LTD.** (operating, with  
their subsidiaries, a fleet of over 1,250 buses and  
coaches), invite applications for the post of Assistant  
Engineer, which will shortly become vacant.

**APPLICANTS** should have had suitable technical train-  
ing, also experience of heavy commercial-vehicle  
maintenance work and of control of staff. The salary  
paid will be in accordance with the qualifications and  
experience of the successful applicant.

**APPLICATIONS,** which will be treated in confidence,  
should be directed to the company's General Manager  
at Frenchwood, Preston, endorsed "Confidential" before  
Monday, March 16, 1959, and, apart from any details  
the applicant may desire to submit, each application  
should have a front cover sheet showing serialism:—

- Name of applicant.
- Address.
- Age.
- Marital status.
- Educational and technical qualifications.
- Present appointment.
- Present salary.
- Previous appointments with dates arranged chronologically.

## Miscellaneous Advertisements (contd.)

## THE NORTH EASTERN ELECTRICITY BOARD.

## TEES SUB-AREA.

Applications are invited for the appointment of Sub-Area  
Transport Officer, with location at Transport Depot,  
Stockton.

Applicants should have had experience in organization and  
control of a large transport depot and be thoroughly  
conversant with modern practice in repair and maintenance  
of a large fleet of private cars, light commercial and  
diesel- and petrol-driven heavy transport vehicles. Salary  
—Schedule A, Class A, Grade 10—£965-£1,025 N.J.B.  
conditions of service. 800-3

Applications stating age, qualifications and experience to  
be received by Assistant Secretary (Establishments), The  
North Eastern Electricity Board, G.P.O. Box 117, Carlisle  
House, Newcastle upon Tyne, within 10 days of the  
appearance of this advertisement. 800-3

**SENIOR** Sales Representatives required by A.E.C., Ltd.  
Preference given to applicants with experience of heavy-  
vehicle industry. Good personality and initiative essential.  
Superannuation scheme, good salary and prospects for  
right men. Applications to Director, Home Sales, A.E.C.,  
Ltd., Southall, Middlesex. 800-2

**MIDLANDS** commercial vehicle distributors require  
representative-salesman, only persons with good  
experience and user connections need apply. Box CM8013,  
care of "The Commercial Motor." 803-7202

**BEDFORD** main dealer, Home Counties, requires experi-  
enced commercial vehicle salesman, good salary and  
commission, car and other incentives. Apply Box CM801,  
care of "The Commercial Motor." 800-83

**EXPANDING** company of road transport operators  
require young man 20-25 years with the ability to  
sell the company's services in the London area. Salary  
£500-£600 p.a. Box CM805, care of "The Commercial  
Motor." 800-82

**MANAGER** required for commercial vehicle distribu-  
tors, dealers and repairers in the South of England.  
Previous commercial vehicle experience essential. This is  
an excellent appointment for a first-class, live and en-  
ergetic person with a strong and tactful personality. Remu-  
eration up to £2,000 per annum. Apply in strictest con-  
fidence giving full details of experience and past and present  
appointments, age, present remuneration, availability, etc.,  
to The Managing Director, Box CM8010, care of "The  
Commercial Motor." 800-77

## COUNTY BOROUGH OF CROYDON.

## ASSISTANT MECHANICAL SUPERINTENDENT

**APPLICATIONS** FROM PERSONS WITH SOUND  
TRAINING IN MOTOR AND MECHANICAL  
ENGINEERING, ARE INVITED FOR THIS PENSION-  
ABLE APPOINTMENT IN THE MOTOR AND PLANT  
MAINTENANCE DEPT.

Salary Scale—APT II (£775 to £875 p.a.), commencing  
according to experience and qualifications.

Duties include reception, estimating and supervision of  
fitting and maintenance staff, and examining, testing and  
certifying completed work. A modern depot is being built.

Application form (and further particulars) from the  
Borough Engineer, Town Hall, Croydon.

Closing date, March 16, 1959.

E. TABERNER,  
Town Clerk.  
800-277

**EXPERIENCED** Vehicle Salesman required by Ford  
main dealers. Salary, commission, car provided.  
Good scope for high earnings. Write in first instance,  
giving age, qualifications and sales record. K.T. and  
Engineering (Dartford), Ltd., The Brest, Dartford, Kent.  
800-63

**AN** opening occurs for a well-qualified sales engineer  
with commercial background and knowledge of com-  
mercial vehicle markets. The applicant should be reason-  
ably fluent in German and will be required to take up  
residence on the Continent.

**APPLY,** with full details of qualifications and experi-  
ence, to Box CM8014, care of "The Commercial  
Motor." 801-7211

**TRANSPORT** manager required to take over manage-  
ment of motor coach company in the North Here-  
fordshire district, must have experience in controlling  
stage carriage services and tours. Box CM8011, care  
of "The Commercial Motor." 800-154

**TRANSPORT** manager required (Middlesex area) to  
administer and operate fleet of modern petrol and  
diesel tipping vehicles, engaged in haulage of sand and  
ballast and general excavation. Applicant should have a  
full knowledge of the trade, and are requested to apply  
in writing, giving age, qualifications and salary required to  
Box CM8019, care of "The Commercial Motor." 800-247

**A** Sales representative required by London Vauxhall  
Bedford main dealers, previous experience essential,  
car provided and pension scheme. Apply Sales Manager,  
Capital Motor Co., Ltd., Tottenham Lane, Hornsey. 801-7209

**ARTHUR E. GOULD, LTD.,** Ford main dealers, 290-3  
London, W.1, require experienced new car,  
and commercial vehicle salesman with energy and the  
urge to succeed, good salary with commission paid, non-  
contributory pension scheme available, permanent position  
with excellent prospects in our large organization for young  
men not over 30. Apply in writing with full details or call  
to Sales Director 800-158

**ASSISTANT** to bodyshop foreman used to composite  
and/or light-alloy bodywork, good wages and com-  
mission. Palmer Coachbuilder, Western Works, Ticken-  
ham Rd., Hanworth, Feltham 5881. 802-25178

## The Measham Organisation

Announce a Special Sale of  
**COMMERCIAL VEHICLES**

to be held at

**SALES HEADQUARTERS  
MEASHAM, BURTON-ON-TRENT,  
STAFFS**

on

**TUESDAY, MARCH 24, 1959**

Commencing at 11.30 a.m. prompt

This special sale is in addition  
to the regular Tuesday and  
Thursday Sales at MEASHAM

Upwards of 200 Engineer-tested  
Vehicles are being offered by  
order of

**BRITISH ROAD SERVICES  
BRITISH ROAD SERVICES  
(Pickfords) Ltd**

**PUBLIC BODIES AND  
LARGE FLEET OPERATORS**

included are

**A.E.C. • ALBION • AUSTIN  
BEDFORD • E.R.F. • MAUDSLAY  
JENSEN • VULCAN VEHICLES  
TRAILERS, etc. • 15, 20, 25, 45  
& 80 TON SCAMMELL TRACTORS**

Special equipment includes

**1957 David Brown Diesel Farm  
Tractors, Chaseside Diesel  
Shovels, etc., etc.**

**Advance Catalogues FREE  
on Application**

**COMPLETE CATALOGUES  
AVAILABLE ON THE DAY  
OF SALE**

**MEASHAM MOTOR SALES  
ORGANISATION LIMITED  
Measham, Burton-on-Trent**

Telephone: Measham 322

Branches at London, Manchester & Stafford

### Miscellaneous Advertisements (contd.)

#### MOTOR TRADE FLEET SALES MANAGER.

APPLICATIONS for this important and progressive position are invited from men resident in or near London with contacts among transport managers operating fleets (cars and/or commercials) in London and/or Scotland.

REFLIES, which will be treated in strict confidence, should give full details of experience, etc., and state salary required, to Box CM8026, care of "The Commercial Motor." 800-442

EXPERIENCED petrol and diesel fitter required for distributor in Croydon area, good pay and conditions, etc. Box CM976, care of "The Commercial Motor." 800-447

ASSISTANT works manager.

EXPERIENCED engineer capable of taking full control. Age not exceeding 40. Write, giving full details and salary required, in confidence to the managing director. EAGLE ENGINEERING CO. LTD., P.O. Box No. 43, Warwick. Manufacturers of trailers and semi-trailers, vehicle bodybuilders, municipal and commercial. 800-258

#### SITUATIONS WANTED

COMMERCIAL vehicle and car sales manager, comprehensive knowledge body construction, desires position. London experience. Box CM8021, care of "The Commercial Motor." 800-45100

#### STORAGE ACCOMMODATION

SHEFFIELD. Extensive storage accommodation available. Fork lift and crane facilities. Direct Motor Service (Sheffield), Ltd., Road Hauliers, Petre St. Sheffield S86254. 222-883

STORAGE and distribution service available near Manchester, centrally situated for Lancashire and Yorkshire areas, fork lift and crane facilities, 45,000 sq. ft. covered space and three acres open storage in totally enclosed premises. James H. Prescott and Son, Canal Warehouse, Manchester Rd., Heywood 69552. 803-7176

#### TENDERS

##### COUNTY BOROUGH OF OLDHAM

THE PASSENGER TRANSPORT DEPARTMENT HAVE  
FOR DISPOSAL A QUANTITY OF  
**SPARE PARTS**

SUITABLE FOR THE FOLLOWING VEHICLES:—

**LEYLAND TD5  
DAIMLER GARDNER COG6**

Full details may be obtained from the General Manager and Engineer, Wallshaw Street, Oldham, and may be inspected by appointment.

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The Corporation do not bind themselves to accept the highest or any tender

EDWARD HAINES,  
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The County Council do not bind themselves to accept the highest or any tender.

Sealed tenders must be addressed to me, the undersigned, and received at Room 87, County Hall, Wakefield, not later than 12 noon on Friday, March 13, 1959.

BERNARD KENYON.

Clerk of the County Council.

County Hall,  
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(Signed) GORDON H. TAYLOR,

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#### BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 47d. post free. DIESEL oil stock books. Cost books, etc. Send for descriptive lists. CHARNWOOD PUBLISHING CO., LTD., Coalville, Leicestershire. 222-944

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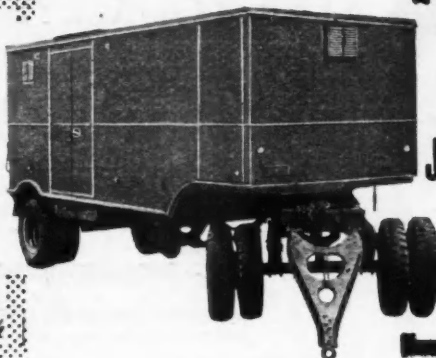
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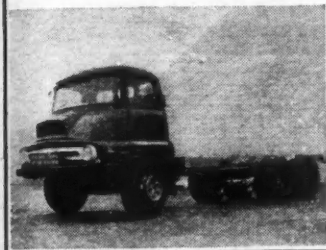
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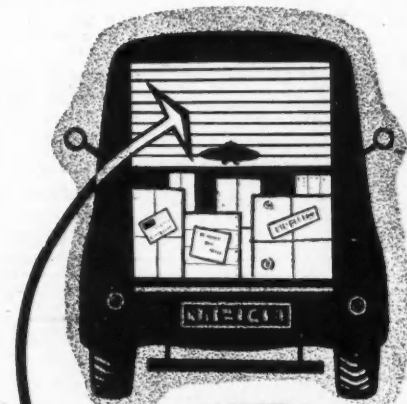
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